

INTERVIEW:WEINERT AND DISTEFANO-TOGETHER!

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DECEMBER 1976

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**REPORTS
FROM EUROPE**

**NATIONAL
CHAMPIONSHIP FINALS**

**PROFILE:
MARTY'S GIRLFRIEND!**

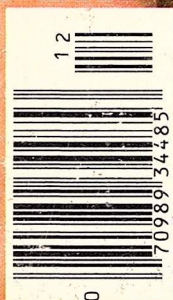
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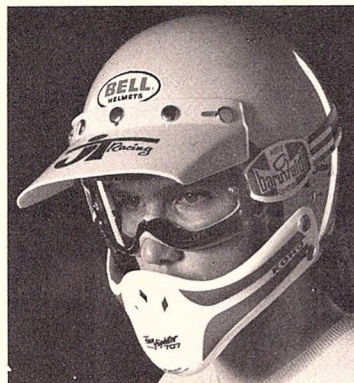
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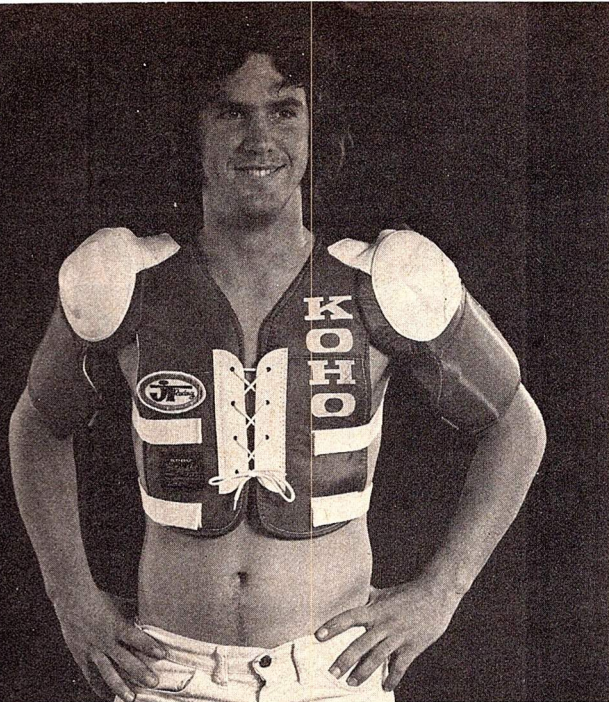
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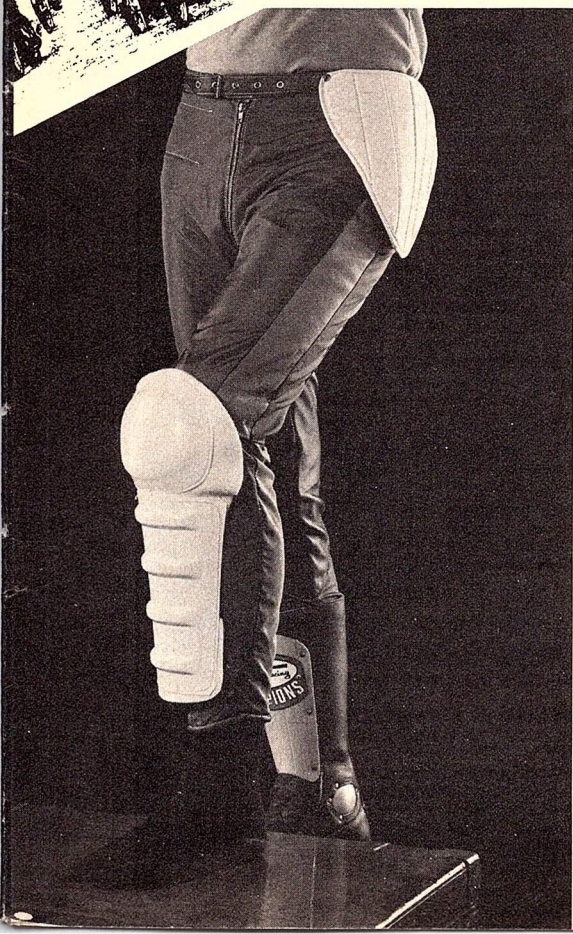
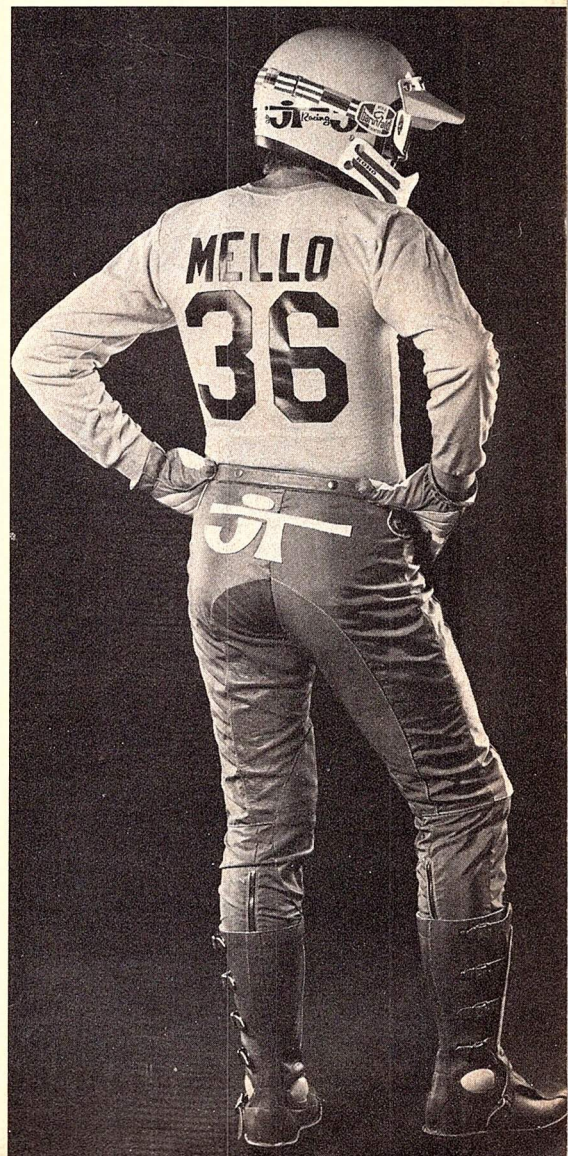


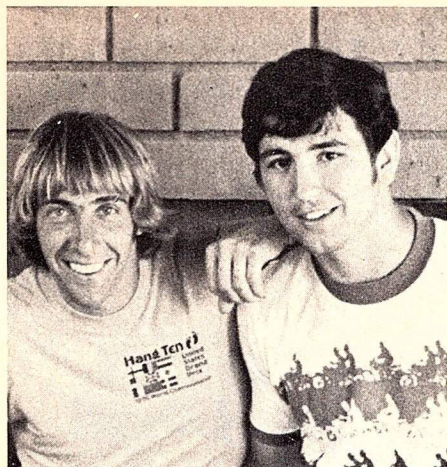
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Team Honda — Red, Blue Stripe, White Letters
Team Honda
Pants\$109.95
All other
pants\$89.95

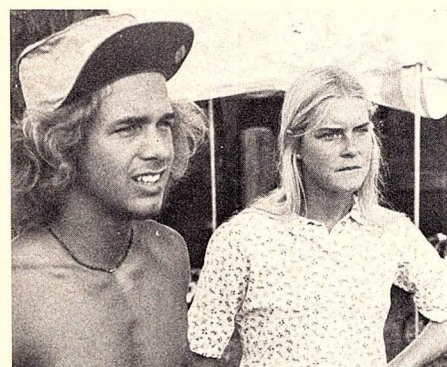




JAMMER AND THE "D"



SWEDEN



MARTY'S GIRL



ATTENTION GETTER

MOTOCROSS

VOLUME FOUR
NUMBER TWELVE
DECEMBER 1976

ACTION MAGAZINE

NEXT ISSUE ON SALE DECEMBER 9

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The ultimate pit bike and mini-racer. It's fast, expensive, trick, scary and above all an attention-getter

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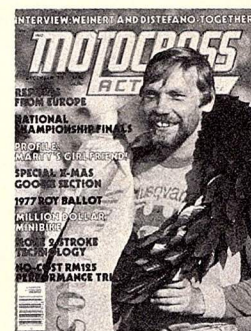
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COVER: David Maltai's portrait of Finland's Heikki Mikkola, the new 250cc World Champion and the first man to win the title in two classes.

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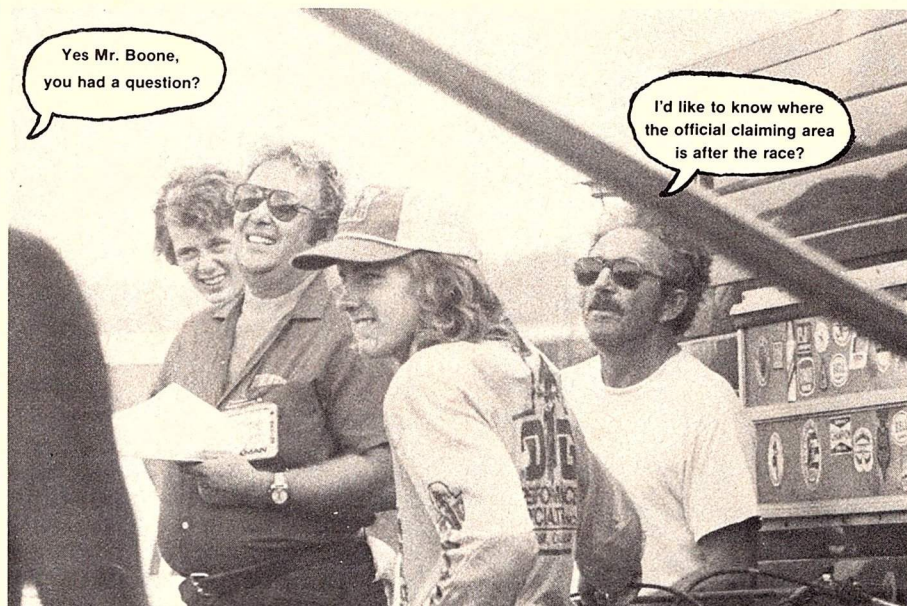
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on the mainjet

by dick miller



Yes Mr. Boone,
you had a question?

I'd like to know where
the official claiming area
is after the race?

Chapter 16 of the AMA rule book states: *All sanctioned meets except international meets shall be considered claiming meets and the claiming price shall be as follows: 0-125cc any type machine, \$2000. 126 to 250cc, \$2500. 251cc and larger, \$3000. 0-750cc sidecar combination \$2500.* This rule has been in effect since 1970 and was put to the test for the first time at the Buchanan, Michigan, 125cc National this year.

You and I both know that what you could buy for your money in 1970 has changed drastically in the last few years. What seemed expensive then now seems more realistic, and it's probably fair to assume that the current claiming prices are comparable to the cost of a lot of the private race bikes now running on the tracks of the U.S. If this fact is true, then we must assume that a factory one-off is a bargain at the going price!

The checkered flag had hardly stopped waving and the final riders crossed the finish line at the Michigan 125 National before "privateer" Mickey Boone had plunked down the \$2000 required to claim the winning bike, Bob Hannah's prototype water-cooled Yamaha. It was the first time in the history of AMA motocross that someone had used the rule, and the repercussions are still being felt.

When the referee of the event, Chuck McCall, was given the money, he

promptly impounded Hannah's bike. According to the rules any rider in the race could claim another rider's bike and Mickey Boone was, indeed, a rider in this race.

Boone was out to prove a point, and stated that he could have chosen either the Honda RC or the Suzuki RA125 works bikes just as easily but singled out the Yamaha because it had won. It didn't seem to matter that he'd never be able to race it since Yamaha wouldn't sell parts for it and there wasn't anything interchangeable with a production YZ. As reported by Mickey's father, "Factories should be required to sell 200 or more examples of a bike to the general public before a bike can be eligible to race. The present system of letting the factories use exotic works bikes isn't fair to the independent." It should be pointed out that Mickey was a semi-sponsored factory rider receiving help from Honda last year. It's believed that the lack of a full sponsored ride on one of the Honda RC bikes caused him to terminate his semi-sponsorship. Whatever the reason, he and other riders feel they can compete with the factory riders if they are on equal equipment.

A few minutes before the 30-minute claiming period was over Bob Hannah had handed the required money to McCall in order to put in a claim for his bike. A team manager for one of the

other factories had put up the money for Hannah's claim.

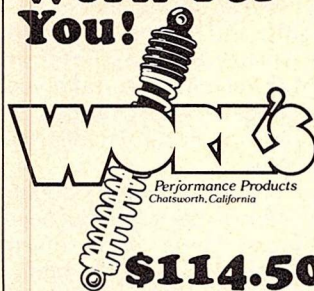
The numbers used for drawing starting positions were held overhead by the referee in a coffee can and both Mickey Boone and Bob Hannah picked a number from the can. Boone drew 42, Hannah drew 47. A very relieved Bob Hannah had his megabuck racer back in his still-sweaty hands. His concern wasn't of Yamaha's losing some money on the deal, it was one of losing a bike that was set up just for him, that he was comfortable and happy with. Yamaha's concern was a bit different. The particular bike in question was being used for development, and its hand-built pieces were expensive indeed. In a reported statement made by Pete Schick, Yamaha's Racing Team Manager, on how he felt about the claiming situation, he stated: "Works bikes are highly experimental items. We need them for development to improve the products we sell. The claiming rule is needed, though, for the benefit of the privateer. We need to raise the prices in the claiming rule, because even most of the privateers have more than \$2000 invested in a competitive race bike."

Several weeks later at the third 125 National in Midland, Michigan, the claiming rule and its threat of putting a megabuck prototype for sale at a "ridiculously" low price of \$2000 frightened the Japanese factory teams into pulling them from the competition. The closest thing to it was a Suzuki RM125 being run by Billy Grossi. The engine was trick, but the chassis was close to stock. Yamaha's position was summed up by Bill Butchka, Hannah's mechanic: "The only way that bike will be water-cooled is if it rains." Bill had specially prepared a "regular" racer for Bob which he used to further his domination of the class by winning his third successive 125 National.

While the factory racing teams were playing the guessing game of whether to run their prototypes or not, the AMA had sent out a mail ballot to the 26 voting competition members asking the question, "Should the claiming rule be left as is or should the rule be changed to state the claim is only for the engine and not include the chassis." The latter option is used in Class C and road racing events. The consensus of the vote, which represented a cross-section of the racing scene (racers,

Continued on page 60

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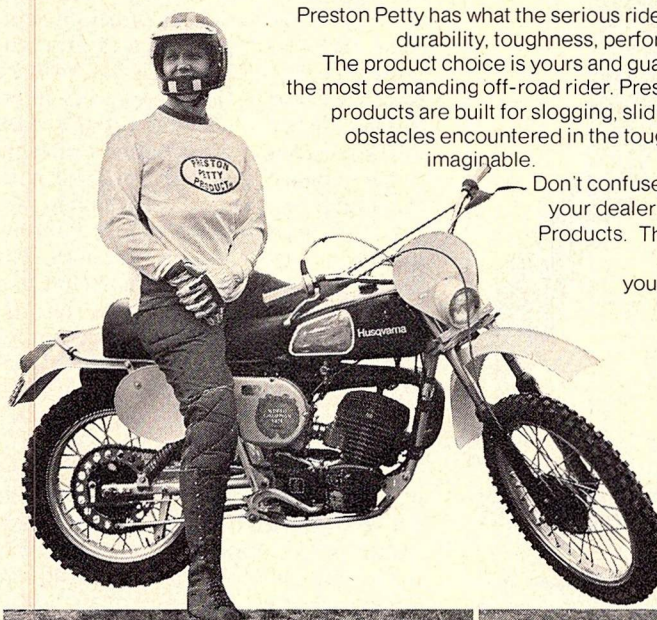
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Circle 2 on page 72

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Circle 3 on page 72

Learn at Home! Be a Motorcycle Mechanic

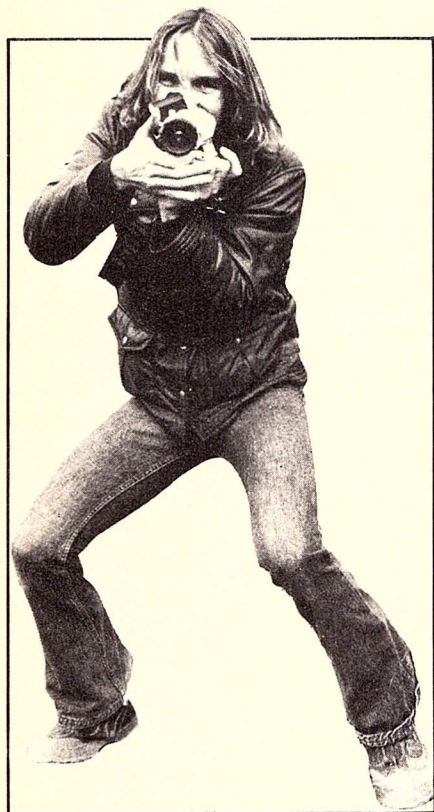
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baz's box



by paul boudreau

"Twenty-six?" called the fat little lady behind the bakery counter as she tugged on the string hanging from the number box like a boat whistle. The box went "Bramp!" and the number 26 showed on the screen. I checked the soggy ticket I was gripping in my sweaty hand. It was number twenty-nine. Just three to go. Oboyoboyoboyoboy.

For two months now I had been Mr. Organic. Not one morsel of sugar and the various monosodiumwhatchamacallits had passed my lips. Roasty Toasties had been banished from my kitchen. No Koo Koo had found its way into my camera bag. Chocolate covered Snicky Snacks were a thing of the past. The House of Doughnuts was off limits. The thought of a Doc 'n' Snickers, so long the staple of my days as a junk food junkie, had all but faded from my memory.

Nuts. Nuts were the keys. All kinds

of nuts. Peanuts, walnuts, Brazil nuts, Philberts nuts, cashews, almonds — they were the foundation of my diet, my salvation. You can't fill up on garbage all week and then expect your body to put out like it's running on high test at the races. Nuts, along with fruits, cereals, and lots of leafy green vegetables, spearheaded my program of clean mind, clean body, take your pick. The cupcake had dragged me down. Spinach would return me to the winner's circle.

But you know what they say about a genuine junk food junkie. He can never really kick the habit, only reform. Once an addict, always an addict. Hooked on JF, you can never escape the little voice within urging you to reach out for a Mallowmar or thrust your tongue sensuously into the creamy center of a Twinkie. Begone Satan, thou wicked temptor of my taste buds!

But sometimes the powers of evil beguile the spirit and the devil made me stop in front of Dempsey's Bakery and look in the window. Mmmmmmm. They had nice big cakes and pies and piles of cookies, all flavors. There were pastry pretzels the size of your hand dipped in chocolate and great cream puffs pregnant with mounds of rich, sweet pineapple custard, topped with chocolate syrup and powdered sugar.

But right in the center of the window display on a pedestal all its own, was the most fantastic confection that had ever been brought to bear on my eyeballs. Standing tall and proud under a thick canopy of frosting, cherries and chopped nuts, was the all time *piece de resistance* of Dempsey's Bakery, The Dempsey Dumpster.

"Twenty-seven?" Bramp! I checked my ticket again. Twenty nine. The words of my girlfriend Gracie came to mind: "Paul, some day you're going to turn into an Oreo cookie." Well, an Oreo cookie might be a drag, but a Dempsey Dumpster ... the possibilities were staggering.

"Twenty-eight?" Bramp! My teeth quivered with excitement. Mouth juices gushed from under my tongue and I had to swallow quickly to keep them from pouring out and down my chin. Soon that delectable first bite

would explode in my mouth like a skyrocket. Puddings of chocolate and banana will swirl twixt my molars and over my joyful gums. My tongue will search out the millions of sugar crystals like an alligator in a swamp and sparkle with the messages of a hundred chemicals. Chunks of gooey fudge will slumber against my palate. Only when all pleasure has been extracted from the masticated mash will the command be given that it be swallowed. I was in Junk Food Heaven!

"Twenty-nine?" Bramp!

Whipped cream and devils' food will stream up my eustachian tubes. I will munch upon its magnificence. My uvula will luxuriate in fountains of speckles.

"Twenty-nine? Does anybotty got twenty-nine?"

Raindrops of mint ...

"Tirty?" Bramp!

"What? Wait! I'm twenty-nine!" I blurted, snapping out of my trance.

"I called twenty-nine but you vass not answering."

"I didn't h ..."

"Now dees utter people haff been vaiting, too."

"I know, but please ... ?"

"You should haff to vait til twenty-nine comes around on da ting again."

"Oh, no. Please. I can't wait. I must ... " I could feel the first twinges of panic raising within me.

"Hokay. Vat do you vant?"

"I'll have one Dempsey Dumpster." At last, what relief.

"Sorry, ve all out. Yust sold der last von."

"Out? But ... can't you make some more?" My chin started trembling.

"Nein. Ve use special eggs und der egg lady don't come til Tuesday. Maybe you vould like a Chocolate Rainbow Vinky Dinky?"

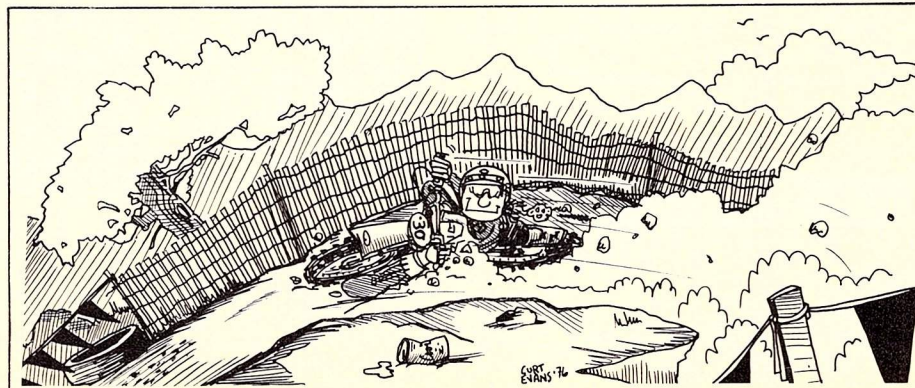
"No. I ... but ... how ... how 'bout the one in the window? I'll take that one."

"Dot iss a yoke on you! Das von in der vindow iss made off der plastic! A funny, no?"

"But ... but ... maybe if I drink a lot of milk with it, it'll be okay. I've just got to have a Dempsey Dumpster. Please?"

"I'm sorry. Ve don't haff any."

"But ... I ... you see ..."



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"Would you like some stroodle?"
"No... no... a Dump... just a little
... bit..." I was starting to babble.
Sugar withdrawal was threatening
my sanity. The cold turkey was
gobbling in my brain.

"If you can't your mind make up,
den I vill haff to help der utter
customers. Now, whoos got number
tirty?"

I stumbled from the bakery,
frightened and disoriented. The people
on the sidewalk turned into ice cream
bars with chocolate chip cookie heads.
The cars in the street became rolling
six-packs of Dr. Pepper. Cats and dogs
were turning into animal crackers. I
was on the edge.

Slowly, as the fantasyland smells of
Dempsey's gave way to the reality of
exhaust fumes and cigarette smoke,
rationality returned. My guardian
angel, the goddess of alfalfa sprouts
and wheat germ, had rescued me once
again. O.D.ing on a Dempsey Dump-
ster would most certainly have
destroyed my "Holeshots through
Health" program to say nothing of my
self respect. Like Swami Sandi says:
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must find nourishment in the earth."
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cupcake tree?



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Black Red Yel Blue

NEW AIR FORK ACCUMULATORS
Using the same principle as the new canisters atop the '76 Yamaha air forks, these accumulators allow full fork travel without hydraulic or air pressure lock. Forks compress smoother and easier even at the 5", 6", 7" & 8" points. The accumulators allow pressure to transfer out of the fork tube and into the reservoir, resulting in smooth, easy and full travel.
COMPLETE \$49.95 (caps not incl.)

☐ VENTED VISOR \$3.95
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Clear Polaroid \$1.29 \$4.20
SCOTT ROCK GUARD
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AC GAS FILTERS
"Came out #1 in filter shootout"

IF YOUR LOCAL SHOP HASN'T GOT IT, CALL US!
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ALL MAICOS AND CR125s

☐ quantity \$7.95
BREEZER TOOL
Tire changing is a breeze with the NEW Breezer tool designed to save tubes, rims and knuckles. Just slip it between tire and rim and with just a few taps of a hammer the tire is off. Fully Guaranteed.

OAKLEY GRIP
The Oakley Grip is a common-sense solution to problems that are common to most riders: Traction, Positive control and Fatigue. This Straight-forward design emerged from a careful consideration of the shape of the hands, and the jobs they do during competition.
Red
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BETOR FORKS
8 1/2" travel
35mm
Complete with triple clamps and axle \$139.00
Fork tubes and axle without triple clamps \$149.00
BORE YOUR OWN TRIPLE CLAMPS AND SAVE!

CALL US!
We ship C.O.D. anywhere in U.S.A. Large orders require a 10% deposit.

CAN NOW HAVE FORK TRAVEL LIKE THE FACTORY WORKS BIKES.
8 1/2" for Maicos (w/ springs) \$72.95
8" for CR125s \$64.95
* Increases travel 1 1/2"
* Increases oil capacity
* Finned cooling extension added to bottom of fork leg
* All machined (no castings)
TO SHIP FORKS:
(1) Remove tire and brake arm
(2) Remove fork boots and springs
(3) Drain oil and flush with solvent
* Send airmail or UPS with money order - no C.O.D.s. Job is finished in three days and returned same way, freight C.O.D.

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Specify Make . . . Model . . . Year . . .

The suspension of the future: Gas forks allow total adjustment and fine tuning of suspension on any variety of terrain. Gas or air may be used.
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PROTEC CHAIN TENSIONER
All new functional, heavy-duty CHAIN GUIDE/TENSIONER. High test spring loaded Teflon rollers keep chain taut while flexible. Angle of mount acts as chain guide and prevents mud and brush from getting into rear sprocket.
\$20.95 [except CT-12] . . . \$28.95
PART NO. MAKE MODEL YEARS
CT-1 CZ 250-400 1972-75
CT-2 Honda CR-125 1973-74
CT-3 Honda CR-125 1975
CT-4 Honda CR-250 1973-74
CT-5 Honda CR-250 1975
CT-6 Honda MT-250 1973-74
CT-7 Honda XL250 1974-75
CT-8 Husqvarna 250-400 1970-74
CT-9 Suzuki RM 125 1975
Yamaha 100-125 1972-75
250-360 1975
400-500 MX 5 YZ
CT-10 Suzuki TM 250 1974-75
400
CT-11 Yamaha DT 250 1968-75
400
CT-12 Husky 250-360 1975
GP
CT-13 Bultaco 250-360 1975
CT-14 Suzuki RM 250 1975
370
CT-15 Kawasaki KX 250 1975
400
CT-16 Yamaha YZ-80 1975
CT-17 Yamaha TT-500C 1976
CT-18 Honda XL 350 1975
CT-19 Honda XR 75 1975-76
CT-20 KTM 125-175 1974-75
Penton
CT-21 Can-Am 125-250 1975
CT-22 Maico 250-400 1975
450 1975
CT-23 Yamaha XT-500 1976
CT-24 KTM MX 250-400 1976
CT-25 KTM 250-400 1976
Enduro
CT-26 Universal Weld On
Replacement roller kits include spring and roller . . . \$3.95
Specify tensioner:
Yam. fwd mount
Hodaka-Carabela-Montesa-Ossa
Honda MRs, XLs & CRs

mail entries

A VOICE FROM NEVER-NEVER LAND

Dear MXA:

What do you mean Maine didn't participate in the Rider of the Year voting? What happened to my vote? Didn't it get there?

George Dycio
Lewiston, Maine

(Maine DNFed when the residents of Lewiston closed the local MX track fearing a chain-swinging mob of 125 Novices might make off with the Parson's daughter. —ed.)

MY ONE AND ONLY

Dear MXA:

I would like to compliment you on your terrific magazine. I love it! It's got the best racing coverage of any magazine I've ever read. It's the only one I buy now and will ever buy. Tell Baz to keep up the good work. He's great!

Tammy Parkin
Vancouver, Washington

(What is it you want, Tammy? —ed.)

MORE ENDURO

Dear MXA:

When are you going to test the KTM 175 Six Days enduro?

Rick Agons
Hillsboro, Illinois

(When the bees go to sleep. —ed.)

ENJOYS CRASHES

Dear MXA:

Being stationed in Japan has many advantages like cheap cycles and parts, and disadvantages like not getting to go to the Trans-AMA races or the European GP events. MXA takes care of the disadvantages with your excellent race coverage. My Japanese friends enjoyed the April photo of Koji Masuda eating it. They all laughed.

S/Sgt. David Roth
Japan

(Your friends would've liked seeing Masaru Ikeda get sideways off a jump at the Saddleback Trans-AMA and almost take out his own mechanic. "Hail!" said Ikeda wheeling back over the fence, "Almost clash!")

A GUY LIKE McCARTY

Dear MXA:

I was at the Dallas Superseries event and saw Tony DiStefano's hard crash after his forks broke off and later, his mechanic Keith McCarty's emotional reaction to it. If I ever have a mechanic working for me some day, I hope he is like Keith. He does more than what the factory pays him to do. He cares for people.

Joe Reed
San Antonio, Texas

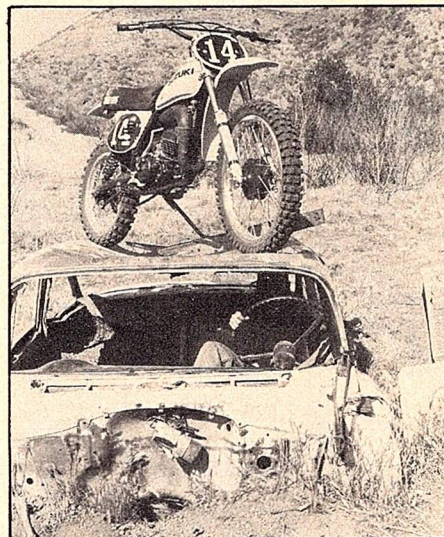
RM125A TEST

Dear MXA:

I was waiting for your test on the RM125A (September) because I'm very interested in that bike. Frankly, I was disappointed in the test. It lacked any kind of depth into how the bike handled and performed on the track. What ever happened to your race test procedure?

Ron Davis
Homewood, Illinois

(I didn't know we had one. —ed.)



Dear MXA:

You did a great test on the RM125A, but I disagree with your statements on seat height. I am 5'7" and when I get on my '76 RM I have to stand off to one side and jump on. Then I have to stand on my tip toes and try to get going without looking like a fool.

Jeff (Rookie) Hughes
Punta Gorda, Florida

(Silver's saddle was twice as high but the Lone Ranger never had any trouble getting going. —ed.)

MORE TRIALS:

Dear MXA:

I would like to see more trials bikes being tested.

Kyle Llewellyn
Dallas, Pennsylvania

We tried testing trials bikes but the staff kept falling asleep.

EUROPEAN COVERAGE

Dear MXA:

Your Grand Prix coverage in the August issue was great. Keep up the good work.

Tom Richmond
Still Water, New York

Dear MXA:

Why don't you guys make a movie about European motocross?

Daryn Bozek
Unity, Saskatchewan

(Our sissy art director, Maurice, says still photos and type would look funny on a movie screen —ed.) (Tell Maurice some of the still photos and type look funny in the magazine. —ass. ed.)

THE L.A.F.D. STRIKES AGAIN

Dear MXA:

Don't you think the red paint on the new Honda Type 2 engines (September) is a little far out? I mean pimpy is pimpy, right? Little does Honda know but I have polka-dots on my expansion chamber.

Banzai Bill Butson
Homewood, Illinois

(Watch it, Banzai Bill. The boss said no more Polish jokes. —ed.)

PARENT PROBLEMS

Dear MXA:

I'm a 12-year-old girl and my brother is 14. We both want dirt bikes but our parents won't let us have them. They come up with reasons like we don't have enough money. All our friends have bikes and we feel stupid being the only ones without them. Please tell us what to do.

Sandi & Gordon VanDomelen
Banks, Oregon

(Next time they want you to clean up your room or mow the lawn, tell them you're saving to buy a dirt bike and you won't work for less than five bucks an hour. If that doesn't work, hold your breath til you turn blue. —ed.)

Dear Baz:

Your August "Box" sounds like what

Continued on page 64

MOTOCROSS / DECEMBER 1976

Free Giveaway!

RIDE WITH WHITE LIGHTNING



16" Chromemoly Frame
3 lbs. 4 oz.

20" Chromemoly Frame
4 lbs. 4 oz.

20" Mild Steel Frame
6 lbs. 4 oz.

... and don't just follow the pack.

WHITE LIGHTNINGS have been used on tracks from coast to coast, by all America's top riders.

Each WHITE LIGHTNING frame is inspected before leaving the factory. We want to make sure that the *quality is in* before the *frame goes out!*

Now featuring our NEW 16" CHROMEMOLY POLISHED FRAME, all heliarc welded by certified welders.

Catch — and ride a WHITE LIGHTNING today — For the ride of your life.

Look for the new 4 — lb. Chromemoly 20 inch bike now available at your local dealer.

Be looking for these new NBA riders:

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Mike Ruffing Of John's Bike Shop, Burbank, Calif. 843-5303

Dale Kneenocs Of Al's Sport Center, Burbank, Calif. 842-9416

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Send \$1.00 today for White Lightning Catalog!

WHITE LIGHTNING
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SIDEHACKS



Pictured above is one of manufacturer Rick Ankrom's designs, the "Littlejohn Hack". This sidehack has won more races coast to coast than any other sidehack available today!

Rick's first design was the ever-popular R & R hack which was designed originally for street use only, but was modified for competition use and went on to become one (if not *the*) outstanding hack on the course.

Both of these rugged sidehacks demonstrate the quality workmanship and superb design features that White Lightning sidehacks have become associated with.

Rick's White Lightning sidehacks are available at your dealers now, in either right or left-hand versions, American or European style. These great hacks can be either bolted on or welded to most standard 20 inch bikes.

And now Rick Ankrom has something really hot:

Available NOW is the ultimate in sidehack machines, the all NEW 4 lb. chromemoly 20 inch.

New, for professionals only, chromemoly hack and bicycle welded together • Suggested retail: \$250.00.

Also look for White Lightning 20 inch mild steel or chromemoly frames.



dirt

by holbert holquist

WHIPLASH

You may have noticed that one of our regular features, *Whips*, is missing from this issue. It isn't really missing. We've simply relocated it into this *Dirt* column in order to create more space for other stuff. We will continue to introduce you to these people who make motocross neat, but now you'll have to look a little harder for them.

* * *

HUSKY TRANS-AMA SUPPORT BUCKS

Husqvarna announced a cash contingency program open to all Husqvarna riders competing in the 250cc Support class of the 1976 Trans-AMA. \$50 will go to each first place moto finisher and \$25 for each second place finisher. Any Husky rider who wins the series will receive \$1000 and second overall is good for \$500. Husqvarna factory mechanic Tom Volin will be present at each event to provide technical assistance to any Husky rider who needs it. Isn't that nice?

* * *

TRANS-AMA SHAPING UP

Defending Trans-AMA champion and five-time World Champion Roger DeCoster and his teammate, three-time USGP winner Gerrit Wolsink will head up team Suzuki's entry into the 1976 Trans-AMA international motocross series. Also included on Team Suzuki will be two-time National Champion Tony DiStefano, Texan Steve Stackable and the ever-popular Billy Grossi, who will be competing in the prestigious series for the first time.

Making a comeback try at reestablishing their past dominance of the series will be the Maico factory, with a strong team consisting of superstar Adolf Weil, British newcomer Graham Noyce, who finished fifth in his first World Championship series, and Italian hotshoe Alberto Angiolini.

One hopeful possibility is that the

Russians will send over Guenady Moiseev and Vladimir Kavinov to campaign for the Austrian KTM factory.

* * *

MORE HELMET LAWS REPEALED

Alaska and Louisiana have joined the growing number of states to pass mandatory helmet repeal laws. I can see riding without a helmet in Louisiana, but a helmetless rider in Alaska stands a chance of freezing his ears off.

* * *

RAHIER WRAPS IT UP

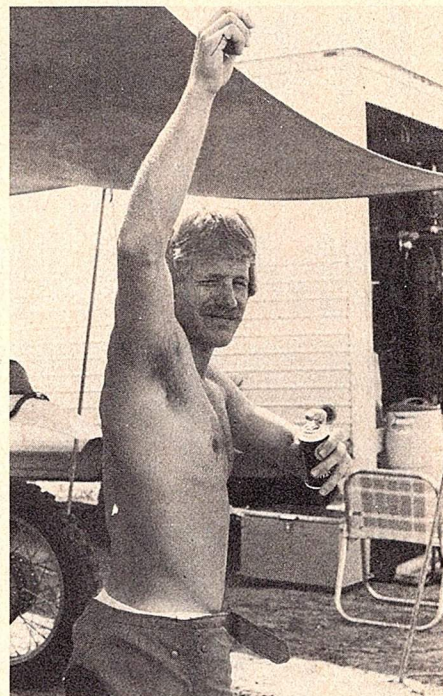
Finishing an outstanding 125cc World Championship series with three first and one second in four motos, Gaston Rahier of Belgium swept the final two rounds of competition in West Germany and Switzerland. The victories pushed his season tally to 15 moto wins in the 12-event series, one more than he needed for a perfect FIM score of 14. The Swiss event was his eighth overall victory for the season and his 16th in his two years of 125cc Grand Prix racing.

Final standings, 125cc World Championship:

1. Gaston Rahier, Belgium 195 points
2. Jiri Churavy, Czechoslovakia 160
3. Marty Smith, U.S.A. 130
4. Zdenek Velky, Czechoslovakia 128
5. Roger Harvey, Great Britain 82

* * *

HOW DOES FACTORY KAWASAKI STAR GARY SEMICS KEEP COOL IN THE PITS?



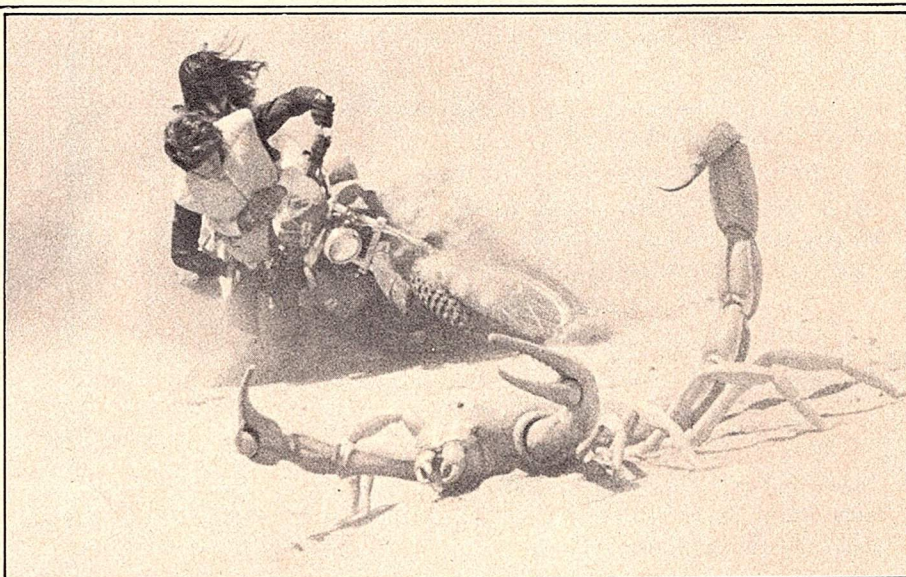
Just a two-second spray ...

* * *

CAN-AM OPEN PROTOTYPE

Factory test rider Mike Runyard won the Motocross Laurentide 1976 in St. Georges de Beauce, Quebec, riding a prototype open class Can-Am. This leads to speculation that Can-Am will unveil a competitive 500cc class machine for the Trans-AMA series.

* * *



FORMER WOMEN'S MOTOCROSS STAR and freelance photographer Marcia Holley, whose photos have appeared in *MXA*, *Popular Cycling* and *Cycle News*, is shown here at work with film star Jan-Michael Vincent in the Twentieth Century-Fox production "Damnation Alley," a film about two people making their way around on a motorcycle in the wake of a nuclear holocaust. Marcia, a Hollywood stunt woman, plays the stand-in for French actress Dominique Sanda when the going gets hairy. If you think that scorpion is a lulu, wait til you see the giant cockroaches!

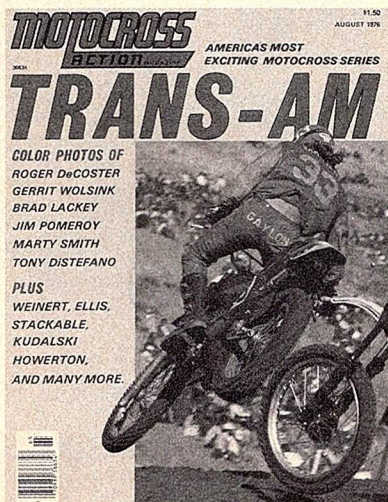
(David Maltais)



RUSSIANS DISCOVER FRISBEE

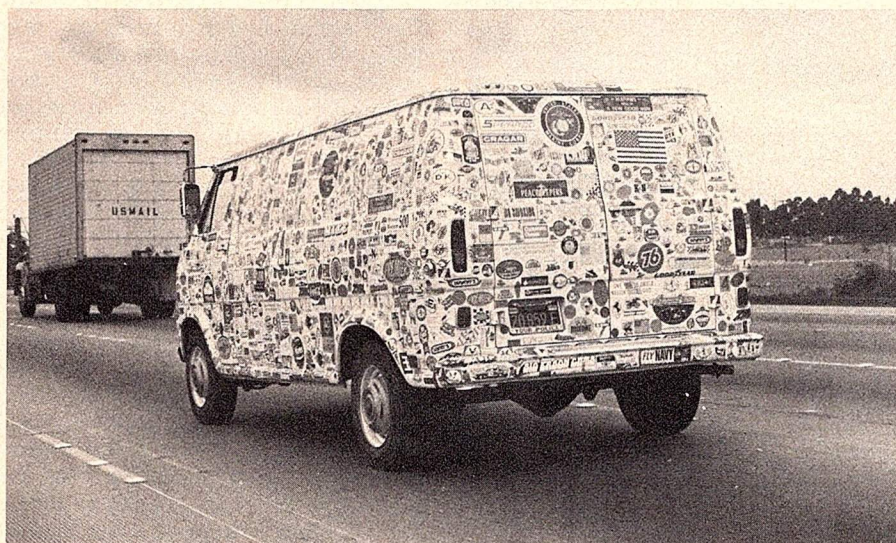
In this exclusive MXA photo taken in the pits outside Hoeselt, Belgium, two Russian CZ mechanics are found

enjoying the decadent Western delights of Frisbee. Next thing you know they'll be making bongos out of old CZ downpipes!



TRANS-AM COVER

A few of our sharp-eyed readers have written inquiries about the cover of our exciting special issue *Trans-Am* (about the Trans-AMA), which hit the newsstands last summer. The cover photo of Gaylon Moiser lofting his Maico also shows the front wheel of another bike, obviously a Can-Am. What the letter-writers wish to know is how a Can-Am 250 (Can-Am did not have an open class bike at that time) got into the picture with Mosier who rode in the Open International class. Well gang, look at it this way: If we had an answer, would we be ignoring your letters?



WORLD'S STICKIEST VAN

This van was spotted headed north on the San Diego Freeway on the

outskirts of Los Angeles. It was enough to make even the most hardened stickie freak break down and cry.

SUPERBOWL SUPPORT



Rich Eierstedt

With a DNF in the first moto completely spoiling any chance for an overall victory, Southern California's perennial Honda anchorman Rich Eierstedt took the occasion of the Superbowl 500cc Support race to reaffirm the original statement of his motocross generation: It's the ride, not the win, that counts. Eierstedt calmly won the second moto and started off the first lap of his final moto wire-to-wire victory with a full-on, knees-out cross-up over the first double jump, leading the pack.

His performance did, however, earn him enough points to take the four-event Superseries Support title.

Pat Richter of Fortuna, California, riding a very powerful 400cc KTM, won the event with three strong finishes, one coming after an outstanding run through the pack from a dead-last start on a course that is notoriously wanting for places to pass.

Action in the Support race was highlighted in the final moto when young Danny Chandler of Forest Hill, California, lost control of his KTM on the high-speed back straightaway and careened onto the infield, scattering officials and photographers like chickens in a barnyard. Chandler regained control of his machine and, fortunately, no one was injured by the speeding bike. A photographer from a local newspaper, however, set a new Superbowl record for the five-meter lunge.

See next page

DIRT

Continued



TUNER TIES IT

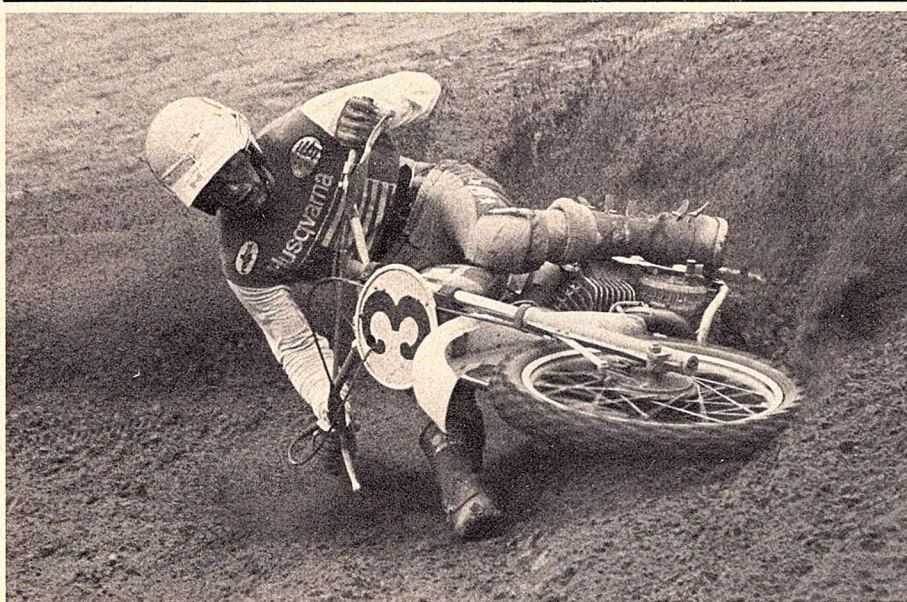
Roy "Tuner" Turner, veteran master wrench for American Honda, shared the vows of marriage recently with his long-time companion Barbara. Turner, who has played a major role in the

development of the notorious Honda RC factory racers, is looking forward to the life of a family man and his lovely wife Barbara is looking forward to having the trickiest washing machine in the neighborhood.

MIC ROOSTS CAL. NOISE LAW

A California law which would certainly have prohibited the sale of 1978 on-highway motorcycles in California has been changed through eight months of intensive effort by the Motorcycle Industry Council (MIC). AB3867, a bill introduced in March on behalf of the MIC, recommended continuing the current noise level of 83 dBA through 1980 for new on-highway motorcycles instead of reducing that

level to 75 dBA for the 1978 models as previous law required. Virtually no motorcycle manufactured today could have met the required 75 dBA limit. This would have meant a \$358 million dollar loss in economy to the State of California and would have put California motorcycle dealers out of the business of selling new motorcycles. Poor muffins. Let's hear it for the MIC.

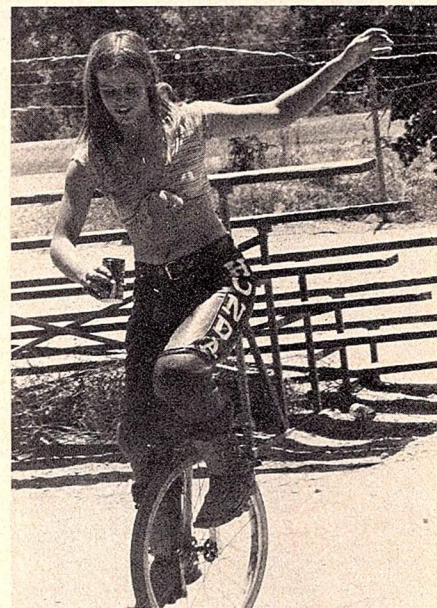


THE NEW NATIONAL CHAMPION — Kent Howerton, the 22-year-old long-time Husqvarna factory rider from San Antonio, Texas, will carry the number one plate in Open class competition next year. With the help of his mechanic Eric Crippa of San Diego, Howerton brought the title home to Husqvarna for the first time since Mark Blackwell won it for Husky in 1971. (Buckley Photo)

AQUACROSS


Fred Specht, a sales manager for Yamaha Performance Center in Chicago, rode his Yamaha MX100 for four minutes and 55 seconds, thereby setting a record — for riding underwater! Fred spent a year and a half building the bike which used a scuba tank for air, a one-way valve in the exhaust pipe, water-filled tires and 90 pounds of weights, and reached an underwater speed of ten miles per hour. The biggest problem Specht had in his epic journey was finding his way through the murky waters and seeing through the skunky waters of Lake Michigan. Bob Hannah's got nothing on this guy.

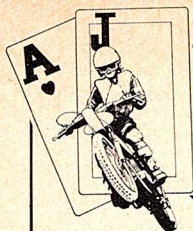
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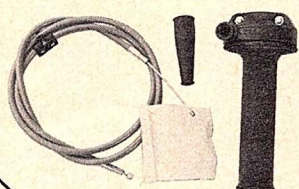
Barbara Spielman

WHIPS

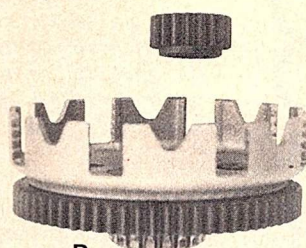
In Southern California the CMC (Continental Motorsport Club) promoted a \$500 cash purse motocross for women at Saddleback Park. The race, the first professional women's event sponsored outside the all-female IWMA (International Women's Motorcycle Association), attracted such outstanding ladies as National Champion Sue Fish, Johanna Stenersen, Joann Miley and Cherry Stockton. But it was a dark horse, 14-year-old Barbara Spielman of Dana Point, California, who took home first-place money. Barbara, just starting her freshman year at Dana Hills High School, showed remarkable poise and stamina against the older, more experienced women. This was the first major victory in the pro ranks for Barbara and it looks like her racing, and women's racing in general, holds a bright outlook for the future. What could be nicer than having your honey earn her own money for parts? 



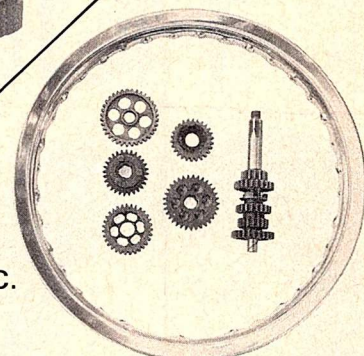
-RACING PRODUCTS-



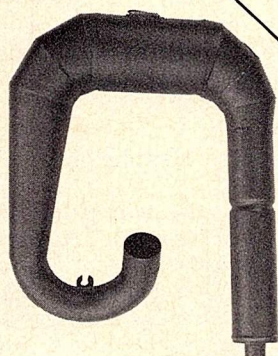
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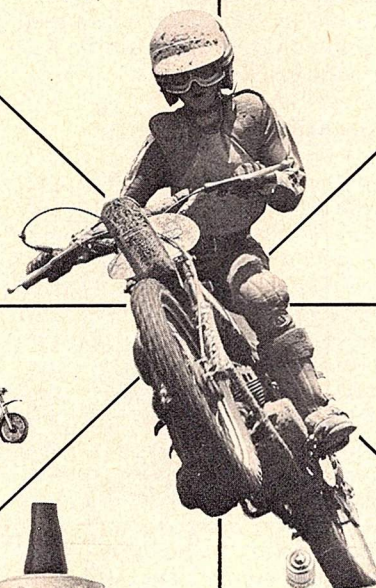
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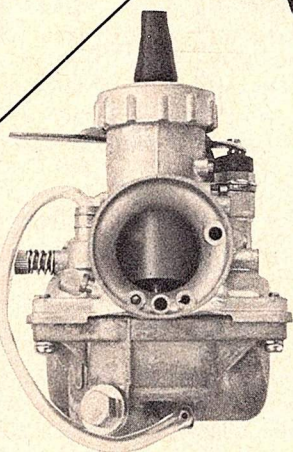
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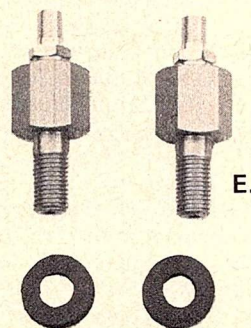
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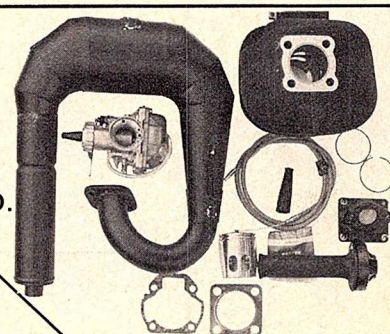
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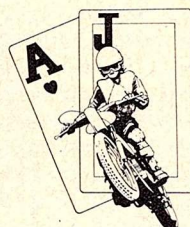


E.



D.

- A. Matt's Quick Turn! Nylon Cable YZ-80 C, D \$12.95
- B. Increase Throttle Response & Reliability with Straight Cut Gears Assembled — \$125.00 Un-assembled — \$115.00
- C. 1) Make it Easy to Keep your YZ-80, B, C, D on the Power with Matt's Close Ratio Transmission — \$98.60
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- D. A.J. Works GYT Kit, includes Racing Jersey & T-shirt — 275.00
- E. Oil, Air Fork Caps — \$15.95
- F. 24mm, 26mm Carb, Modified for Large Jetting. 24mm — \$32.00, 26mm — 35.00.
- G. California MX Academy — Est. 1974 — Christmas, Easter, Summer Sessions.
- H. A.J.'s Sidewinder Snake Pipe — \$79.50. YZ-80 B, C, D: YZ-100; YZ-125 C.X.



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Complete Line of Yamaha Parts. Ca. Res. add 6% sales tax.

wing nut



by al baker

These letters are real and so are the answers and opinions expressed by Baker, which incidentally are subject to change at any time or in the near future. (ed.)

DESERT RACING

I know you're the one and only desert ace there is, so that's why I'm writing to you. I'm 14 years old and I want to start desert racing. I would like to know how to get in it, what bike to use, etc.

Steve Henry
Orange, California

Thanks, buddy. I'll forward this letter to Mitch Mayes immediately. I started racing desert at 14 and became so involved I just lived for the weekend. Nothing in the world mattered but my bike, racing equipment and the race. I'm not saying you should do the same, but I've truly enjoyed that kind of life and am not planning on changing. I started with the District 37 AMA races and never missed a one for years. The District races or even the D. R. A. (Desert Racing Association) would be excellent for you to start with. There's only one point I will stress to you. Don't just ride for fun. If you're making the effort to get to the desert and race, ride to win. You should start with the 100cc class and work your way up. An

excellent bike to start with should be the new Suzuki RM100B. Desert racing requires strategy in speed, reading the terrain, selecting proper equipment and most importantly — staying out of the dust, making your own trail if necessary. Best of luck, because you'll need a lot of it, also.

REED VALVES

I've been in your shop a few times and I really think what you have been doing for the sport is great.

I have one question. How does a reed work and what does it do? Your column's the greatest.

Steve Lucia
Granada Hills, California

There are two types of reed valves: case reeds and intake reeds. An intake reed is located between the carburetor and the piston in the intake port. All atomized fuel must be metered through the reed petals no matter what the rpm. The reed is designed to let fuel flow into the lower end more evenly than if you just gassed it when the engine wasn't ready for a full load. A reed valve will restrict excess fuel at low speeds, which increases torque and pulling power, and seconds later will totally open allowing high flow at maximum rpm. A broad powerband is usually the result of a well-jetted intake reed engine. An example of motorcycles with the intake reed are the latest line of 125, 250, and 360 Husqvarnas, and Yamahas since 1972, plus Kendrick Engineering, G.E.M. Products and Avon Boydston make bolt-on reed valve kits. The "case reed" is probably the most advanced and efficient induction system in today's motorcycle engines. The case reed is located between the intake port and the lower crankcase. The intake port still works the same as a conventional two-stroke design, so bottom end performance is the same as most bikes. Once the engine has picked up a few "r's" the case reed petals start to open which efficiently packs the crankcase (lower end) with all the more atomized fuel, delivering a maximum charge to the combustion chamber. An example of bikes using the case reed valve are the entire line of Suzuki RMs except the '75 RM125 and all the "works" Honda RC racers.

Reed valves, summed up, increase mid-range performance as compared to conventional two-stroke induction.

RATIOS

We had a little party last night, you know, a couple of cases. And, of course, me and my racing buddies all caught a little buzz. There was a big argument over sprockets. Now if you have 428 sprockets (14-57+) and you change to 520 sprockets (14-57+), it will not change your sprocket ratio, but will it

change your gearing? For instance, will it change the speed, or the amount of shifts you have to make? We stopped off at a dealer to ask him and he said the equivalent sprockets in 520 would be (12-46). But we would like the opinion of your magazine compared to that of our local hick-town dealer and friends. It would be outrageous if you would please publish this letter and your answer, for I am sure there are many others having the same argument. By the way, we are speaking of the 1976 RM125A.

Roy Pickell
Manasquan, New Jersey

If you think about it, your ratio is the same thing as your gearing. Your speed will remain the same and your shifting is identical, as it would be with another sprocket size as long as you keep the ratios the same. For example, your present ratio with a 14-tooth counter sprocket and a 57-tooth rear sprocket is 4.714 to 1. This figure is determined by dividing the amount of teeth on the rear sprocket by the amount on the counter sprocket. The dealer you questioned was three teeth off on his calculation. He had you running with a 3.833 ratio which would gear your bike way lower than what you have now. The closest 520 conversion kit available to your present ratio would be a 12-tooth counter sprocket and a 49-tooth rear. This combination would leave you with a 4.833 to 1 ratio which would be so close to your setup you could not tell the difference. The only way you could change your shifting or speed when keeping the same gear ratio is to change gear sets in your transmission.

MAINTENANCE

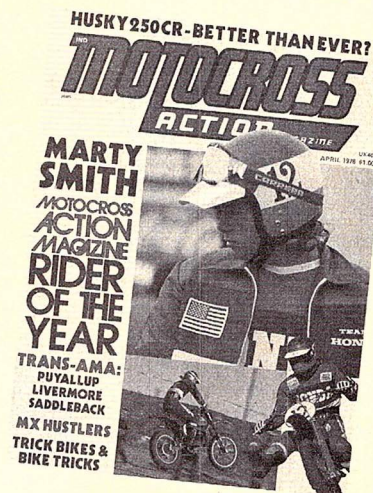
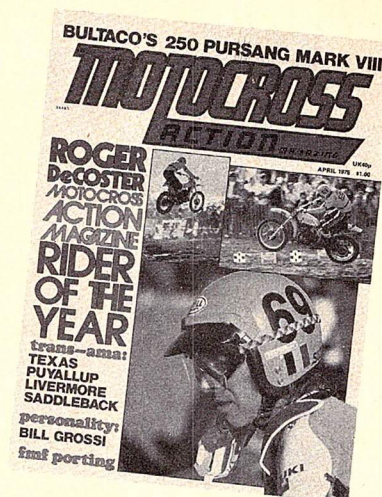
I am really confused. Ever since I've been reading your magazine you have been telling guys to run their bikes after washing them to evaporate excess water and to keep from rusting. But while washing your bike, water will undoubtedly get on the air filter and when you run your bike afterwards, all that dirty water will get sucked right through into the engine. They don't make those trick K&N or Twin Air filters to fit my bike to keep dirty water out. (I've got an RM 125M with a hop-up kit air box on it.) So what is worse, letting your bike slowly rust away, or blowing it up fast with dirty water?

Phil Olechna
Clearwater, Florida

I would like you guys to use a little common sense. To me it would only sound logical to first service the filter and air box and then remove the magneto cover to air out your ignition. I usually spray on a bit of WD-40 or LPS #1 to displace moisture, if any. Once

Continued on page 62

1977 ROY AWARD



Who will it be for 1977? Will it be Roger DeCoster, Gerrit Wolsink, or Gaston Rahier? Maybe Marty Smith again, or Bob Hannah, Tony DiStefano, or Pierre Karsmakers. Don't forget Brad Lackey or Jim Pomeroy. And what about Sue Fish?

**It's all up to
YOU!**

You decide! Choose the motocross racer you would most like to see win this fabulous off-road-equipped Toyota mini-pickup. The contest is open to all motocross racers, male or female, from any country. Just pick the one you think is the best, the neatest, or whatever. The winner will carry the title of Rider of the Year, chosen by the readers of MOTOCROSS ACTION Magazine for 1977. You can send in your vote on the handy ballot provided for you here, or make up your own ballot on a letter or postcard. All your votes have to be in by March 1, 1976, and the winner will be announced as soon as the votes are counted.

REMEMBER:

It's up to YOU!

RIDER OF THE YEAR BALLOT

**MOTOCROSS
ACTION** MAGAZINE

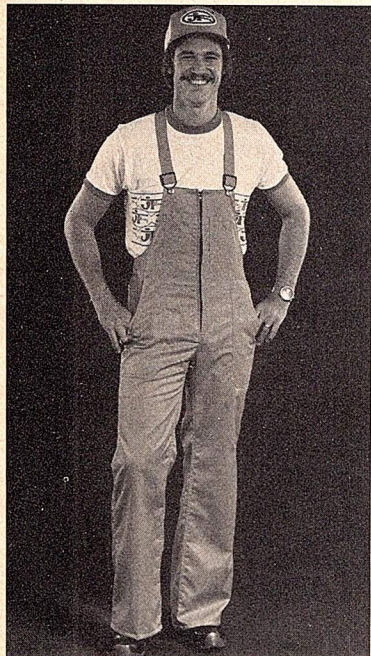
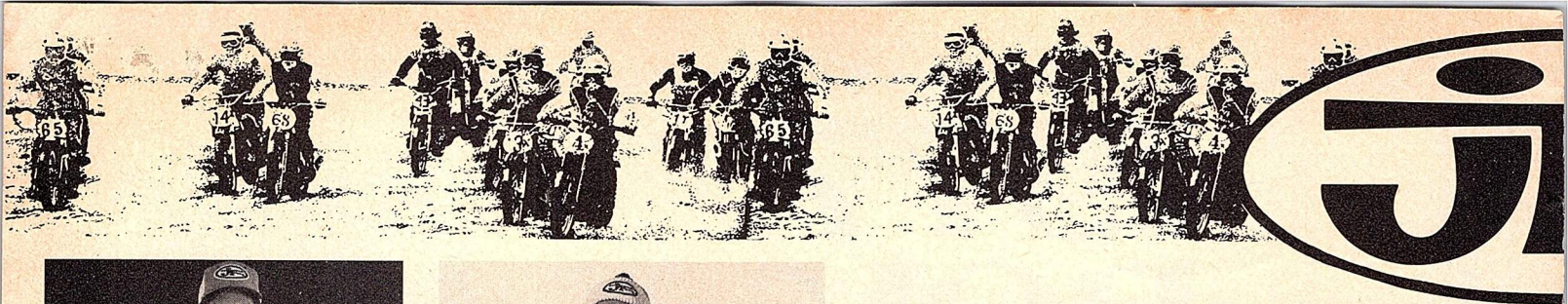
Fill in the name of your choice for the MOTOCROSS ACTION RIDER OF THE YEAR and mail it to:

MOTOCROSS ACTION Magazine
RIDER OF THE YEAR
P.O. Box 317
Encino, California 91316

I, being a bonafide motocross fan and faithful reader of the magazine, hereby cast my vote for

to be Motocross Action's RIDER OF THE YEAR and get the truck.

In what state do you live? _____

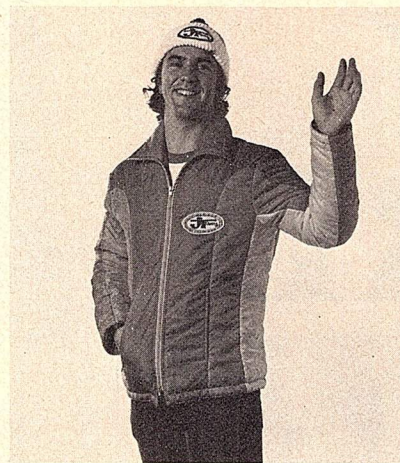


JT BOOGIE BRITCHES

Great new mechanics overalls with plenty of pockets for tools. Made of a tough, heavy-duty coverall-like fabric, these overalls are durable, practical, easy-care and great to "Boogie" in. Come in machine washable orange in S, M, L, XL. \$29.75



- JT 5-Snap Mud-O-Cross™ Visor. \$ 6.95
 JT 5-Snap Visor. \$ 3.95
 Bell Motostar (white or yellow). \$69.75



JT TEAM JACKET

Lightweight, polyester filled and waterproof Comes in red, orange and yellow color combination
 Sizes S, M, L and XL. \$55.95

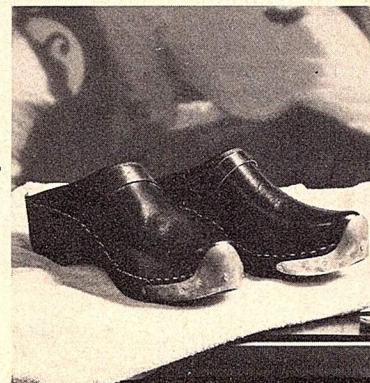
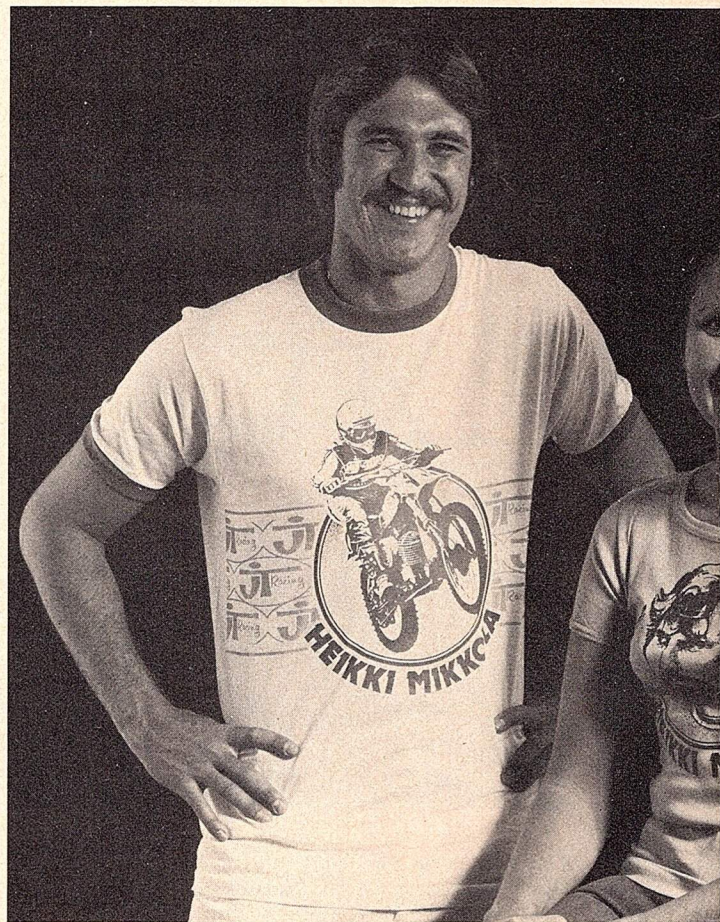
JT TRAINING HAT

Stops dangerous ear flap
 Orange, black and white combination.
 One size. \$ 4.95



SCOTT

- Goggles - Clear Lens. \$12.95
 Goggles - Polaroid. \$16.95
 Face Mask (blue, white). \$ 6.95
 Clip-On Replacement Lens (see insert). \$ 1.50
 (Eliminate Lens Pop-Out - Clear, Amber, Smoke)
 Polaroid Replacement Lens. \$ 4.55
 MIKKOLA Chest Protector. \$28.85



JT MECHANICS CLOGS

Steel toe makes it perfect for kicking tires and small dogs. Black only. Give American foot size when ordering. \$19.95

MEN-OF-M T-S

"The Greatest Na

This is an all new series of T-S one or all of your favorite " Available in 100% cotton Ringer or in women's sizes S, M, a T-Shirts with "W" after each pa

FEATURING THESE FAM

- Joel Robert
 Heikki Mikkola (portrait)
 Heikki Mikkola (action)
 Gaston Rahier
 Harry Everts

THE PERFECT

NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 Item _____ Size _____ Color _____
 Item _____ Size _____ Color _____
 Name _____ Number _____ Amt. Enclosed _____
☐ Master Charge ☐ American Express ☐ BankAmericard # _____ Exp. Date _____

*Send Money Order to avoid delay in shipping. Calif. residents add 6% State Sales Tax. Will ship C.O.D. same day! For super fast last minute delivery call us un-collect. (No COD on custom lettering.)

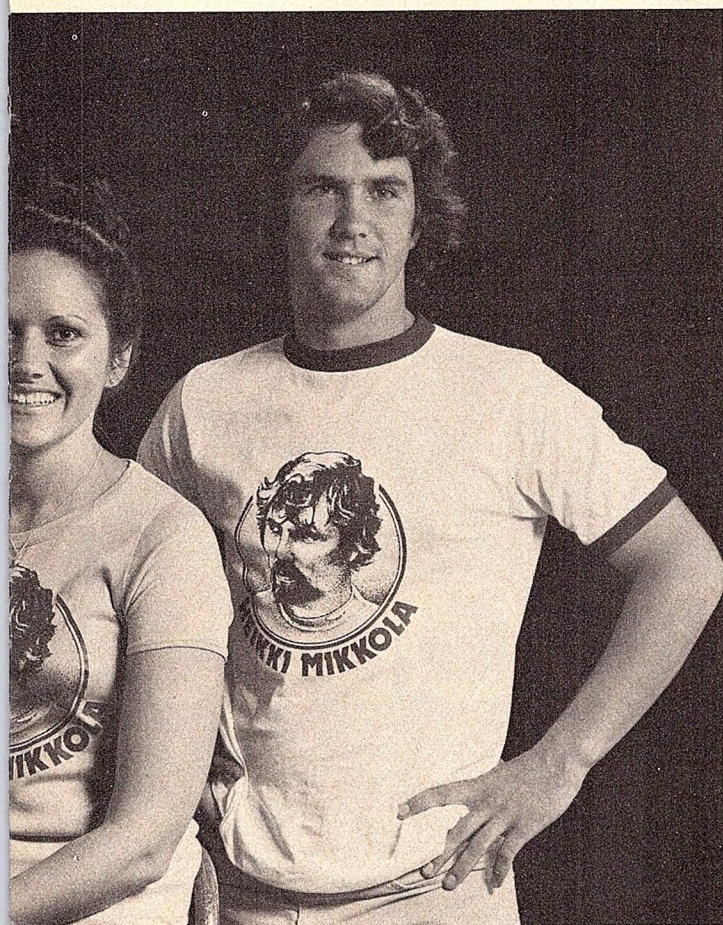
JT Racing Imports - BOX 10, BONITA, CA 92002 (714) 479-9696
SALES REPS WANTED - CONTACT US DIRECTLY

Must have established territories.

For decals send self addressed, stamped envelope - 50¢
 Send \$1.50 for JT Catalog

(DEALER ENQUIRES INVITED)

Racing



MOTOCROSS hirts mes in Motocross"

hirts available through JT. Collect
heroes" and wear him proudly.
T-Shirts in sizes S, M, L, and XL,
and L. (Please indicate women's
t number.)

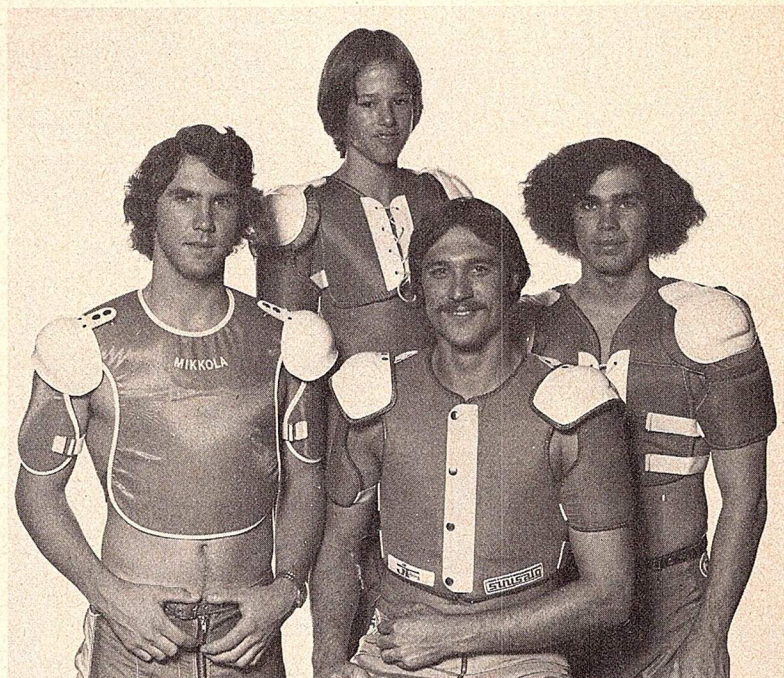
US WORLD CHAMPIONS:

Gennadij Moissev
Gerrit Wolsink
Bob Hannah
Ronnie Zigafosse

CHRISTMAS GIFT



JT 5 Snap Team Peak \$ 3.95
red, yellow, white and blue
KOHO 707 FinnFighter \$ 6.95
Carrera Goggles \$10.98
white, red, blue, white and black frames
Bell RT \$39.75
red, blue, white



MIKKOLA PROTECTOR \$28.85

As designed and worn by Heikki Mikkola, this is a shock resistant chest protector with high-impact plastic shoulder guards. Completely adjustable and machine washable. One size - one color - Blue.

KOHO JR. MOTO-X PAD \$35.95

A smaller version of the KOHO-SR. pad. The best available for kids 10-15 years. Elastic arm and chest bands are velcro attached allowing for adjustability and growth. Very comfortable and machine washable. Comes in blue only.

KOHO SR. MOTO-X PAD \$39.95

The first pad made specifically for moto-X, this pad has been extended 2" in the back and 3" in the front to give extra protection to vital areas not available in a hockey pad. Velcro attached elastic straps give maximum adjustability and mobility. Style, comfort, and protection make this your best shoulder pad buy. Comes in red in one size only.

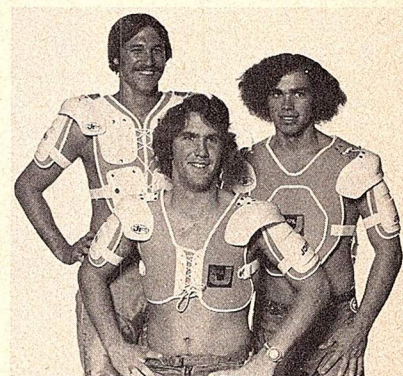
JT BODY SHELL

ALL NEW!! A protective shell designed specifically to cover a maximum amount of vital areas front and back. High impact polystyrene helps to distribute blows sustained to the chest and kidney area while the plastic caps protect the shoulder area. Comes in red in two sizes - S-M - \$43.95 and L-XL - \$49.95.

JOFA SHOULDER PADS

The same popular Jofa pads that have been around for years just doing their job! Available from JT in three different styles. One color only.

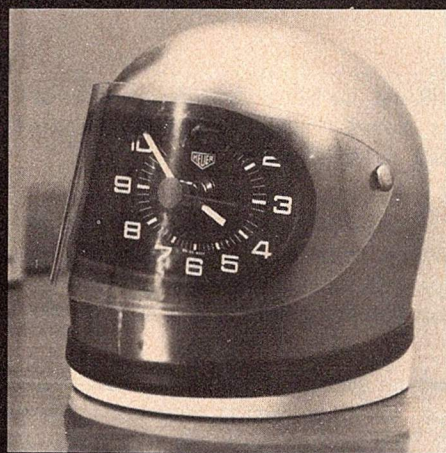
Marty Smith Model (318) \$39.95
The Shorty (347) \$33.95
The Longie (333) \$47.30



tricks from the trade



CHRISTMAS GOODIES



TICKED OFF?

One of the misfortunes of motocross is that race day always follows Saturday night. Many riders tend to get overly excited when their alarm clocks rudely enlighten their consciousness to the harsh reality of Sunday morning. If your actions in the dim twilight of early dawn have sent too many clocks flinging into wild bermshots off the bedroom wall, then you may want to know about this deluxe, almost indestructible model. A five-inch-tall full-coverage helmet complete with face shield protects the clock against sudden fits of morning madness. Tear-offs are not available, and there're no snaps for a visor, but it

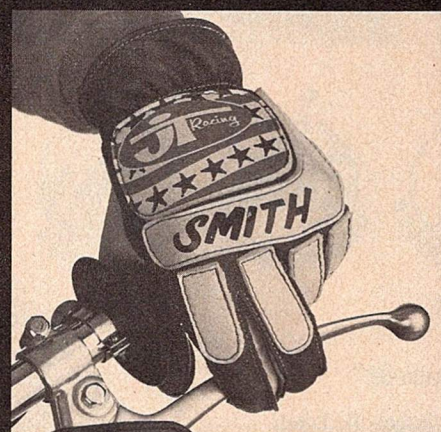
comes complete with a really nice alarm clock to replace the one that ended last weekend. For \$49.95 it'd probably be better just to miss a little practice. Get the facts from Heuer Time and Electronics, 960 S. Springfield Ave., Springfield, New Jersey 07081.



PEDAL PORKER

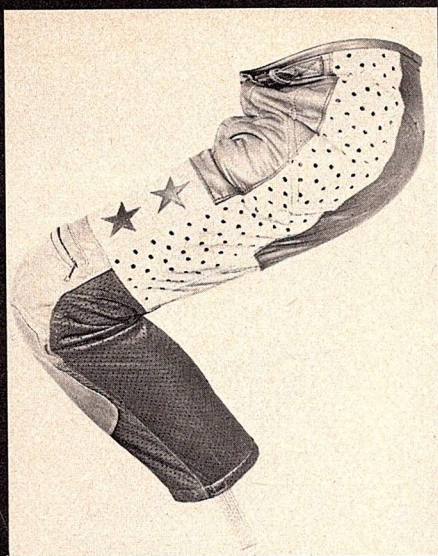
Suzuki introduces its Works BMX, the GVX-1! It proudly features chromemoly frame and forks, Araya rims with 12-gauge spokes, knobby tires, a 6½-inch Takagi crank, and ten-speed-type pedals. The kid-powered RM weighs a little over 33 pounds, and if you're into serious bicycle motocrossing you know what that means. You can check 'em out down at the

Suzuki shop, or send for some specs by writing to U.S. Suzuki, Dept. MXA, 13767 Freeway Drive, Santa Fe Springs, California 90670.



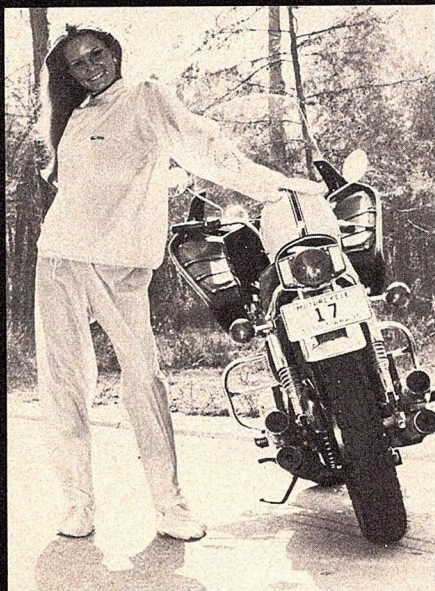
STAR SPANGLED

JT's All-American MX Glove comes without padding in the palm for a more secure grip and better feel. Besides the stars, stripes and JT logo, they also come custom-made with your name above the knuckles, if your name doesn't run over seven letters. Available from your JT dealer in sizes S,M,L,XL, or write direct: JT Racing Imports, Dept. MXA, P.O. Box 10 Bonita, California 92002.



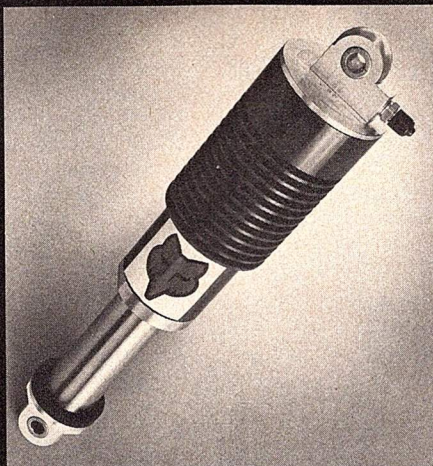
POMEROY PANTS

MX Leathers from Lancer have the patented Vent-Air system that lets you stay cool while you race around in red, white and blue, just like Jim Pomeroy does. Don't let the color scheme fool you, they're made of Canadian leather. Available from Lancer Leathers, Dept. MXA, 10624 N. 19th Ave., Phoenix, Arizona 85029.



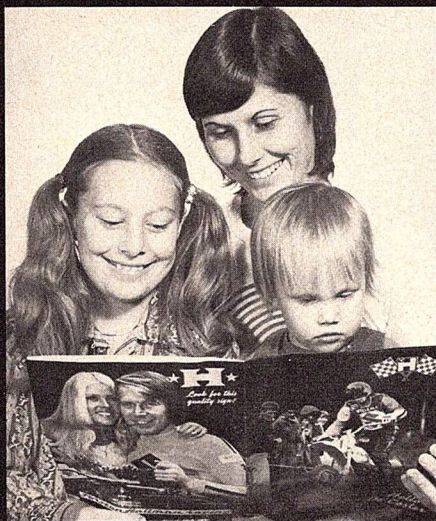
SLICK

Slip into this "Hypalon" rainsuit and stay dry, warm, snug and cozy. If the foxy leaves, then you can still use it when the track gets wet and mushy. It'll help keep your fancy racing duds clean and spotless and will prevent mud from entering undesirable parts of your body. The new miracle fabric rainsuit is available from Beck/Arnley distributors, so if you want one get the guy at the shop to order one through them.



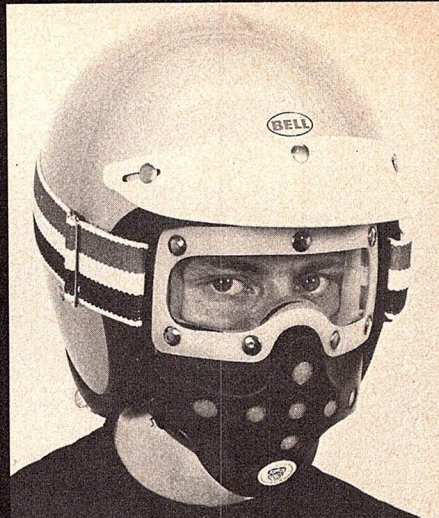
FOXY

Space-age Moto-X Fox Airshox represent a futuristic conception of the farthest limits in suspension technology. Both the dampening and gas pressure are easily adjustable, enabling the racer to fine-tune the bionic bouncers to the exact needs of both track and rider. Available in 13, 13½, 14¼ and 15½-inch lengths, the Fox Airshox are the most expensive motocross shock absorbers in the world, so before you spend all your hard-earned money find out more about them by writing to the Moto-X Fox, Dept. MXA, 520 McGlincy Lane, Campbell, California 95008.



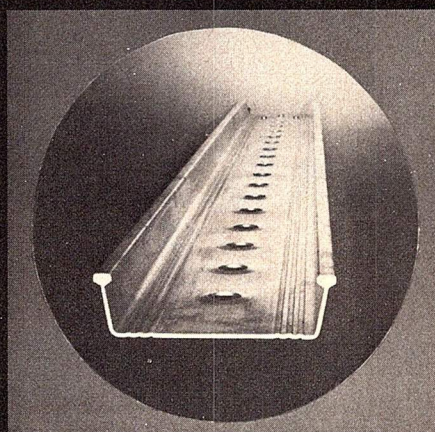
IN LIVING COLOR

Pick up a free copy of this Roger DeCoster brochure down at your local Torsten Hallman dealer. Besides featuring action-packed color photos of superstar DeCoster's thrilling life of GP motocross, it also sneaks in a few of the DeCoster products marketed by Torsten Hallman Racing. It's a full eight pages long, and has some pretty nice shots of Laurie too. If you can't seem to find one anywhere, write to THR, Dept. MXA, 1490 Fayette St., El Cajon, California 92020 for additional info.



SPACE FACE

From beneath the high-density material that forms a complete facial protection device, small pinpoint of concentration are sent beaming across the lunar berms. The astro racer of the future need not worry about getting a moon rock roasted into his delicate humanoid features as he floats across the alien surface. The technology of the future has provided mankind with total face protection in the form of the Race Face, a goggle and face fender in one that is comfortable to wear and full of ingenious features: The lenses are quick to change, available in scads of colors and hues, tear-offs can be used, eyeglasses can be worn at the same time, it comes in red, white, blue, yellow or black and it's guaranteed to make you look like a turtle. They've been around for a while so the MX shops should have them in stock, but if not, Lynn Wilson Motorcycle Specialties, Dept. MXA, P.O. Box 653, Chatsworth, California 91311, will be glad to supply some to those that don't.



GET LOADED

An average race day means loading and unloading your bike at least four times, six if you stop at the 35-cent car wash on the way home. If for some

See next page

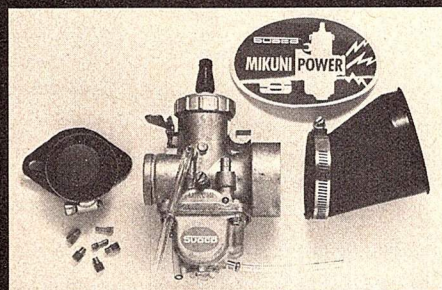
tricks from the trade Continued

reason you haven't caught on to the amazing convenience of using a loading ramp, or if you feel the old trusty 2x4 wood jobber just doesn't add enough sophistication to your racing image, the tie-down folks at Ancra Corp. offer this aluminum loading ramp that's supposed to be super-heavy-duty. Its low weight of less than eight pounds makes tossing it into the back of the van as simple as flinging a Frisbee. For more info, write to Ancra Corp., Dept. MXA, 133 Center St., El Segundo, California 90245.



HEAD SHOP

Miller Mano is manning these porcupine heads for RM250 Suzukis. Operating about 28-percent cooler than stock, they eliminate horsepower-robbing "pinging." The porcupines are no porkers either, and weigh a considerable amount less than stock. A trick special design combustion chamber results in a wider powerband and more top end. All the heads down at Miller Mano are cool, and they'll let you have this 250 porcupiner for \$59.95. Their address is Miller Mano MX Specialists, Dept. MX-NP, 230 Crescent Way, Anaheim, California 92801.



GASSIT

Sudco's popular Mikuni conversion kit for gas-starved Honda CR125s has been updated. Besides the obvious Mikuni carb, available in 30mm,

32mm or 34mm diameters, the kit now includes a new shorty intake manifold that moves the carburetor closer to the barrel, a new lightweight air boot, four extra main jets, two extra pilot jets and all the clamps necessary to make it bolt right on. One small step in engine modification, one giant leap off the starting gate. It'll fit all the 125 Elsinores, up to and including the '76 model. Sudco Int. Corp., Dept. MXA, 1824 E. 22nd St., Los Angeles, California 90058 also makes Mikuni conversion kits for all kinds of CZs and for XR75 pit bikes.



UPDATED HUSKY

What youngster wouldn't be delighted to find this toy stuffed under the tree on Christmas morn? The '77 125 Husqvarnas feature many new improvements over the '76 model, including: new needle-bearing swingarm bushings, magnesium crankcases, new 140mm diameter front and rear hubs, a new design piston, at-the-factory porting modifications, more suspension travel (eight inches front and rear), a quieter pipe, a new 32mm Bing with tricky starting device, injection molded fenders, beefier clutch and brake cables, and, last but not least, a handy-dandy swingarm kickstand. Best of all, the price is the same as last year's model. Available at Husqvarna shops, naturally.



HONDA RULES

The Flying Machine Factory has these giant Honda stickies for heavy-duty Elsinore freaks. Spanning the incredible distance of 12x18 inches, they come two to a set for both sides of

your van. Pretend you're Marty Smith! You can get stuck for \$4.95 at FMF, Dept. MXA, 1416, W. 259th St., Harbor City, California 90710.



EVERYTHING'S SANO AT SAFE-WAY

A fine touch to any RM250 Suzuki-engined mount is the addition of a Motoplat ignition. After extensive research in all types of racing setups, Miller Mano now offers a Suzuki Motoplat Ignition Conversion that fits the 125A and 250. After the small preliminary obligation of forking over \$149.95, the racer can bolt on the Motoplat in seconds, and should experience more torque, unlimited rpms, less engine heat and an all-around extra horsepower advantage. Once it's installed, the trick ignition never requires adjusting. The kit comes complete with a lower generator, rotor, puller, special backing plate, top coil, mounting hardware and full instructions. Discover the excitement that full spark advance can create, by writing for all the specs to Miller Mano, Dept. MX-NP, 230-M Crescent Way, Anaheim, California 92801.



PORTA POWER

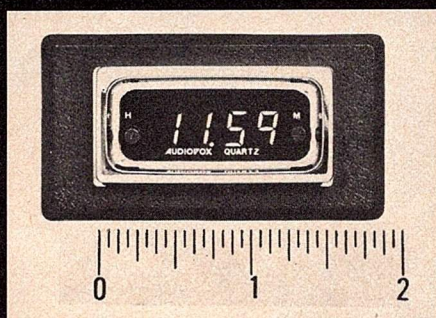
Now you can have a portable power system without the use of outside power sources. These self-contained

Zipall CO₂ energy cylinders can be used for filling tires, powering impact wrenches, port grinders, ratchets, and any other tool or application where compressed air is required. The tanks can be refilled at industrial gas distributors, beverage distributors and bottlers. Each refill costs between five and seven bucks, and due to the tremendous expansion capabilities of CO₂, a full 20-pound tank yields about 180 cubic feet of gas. They say here that one full tank was used to unbolt, fill and bolt back 56 truck tires. Imagine how long that would last at the races. Zipall tanks are available from Rocky Cycle Co., Dept. MXA, 1250 Elko Dr., Sunnyvale, California 94086, through your local dealer.



MUCKING MUD

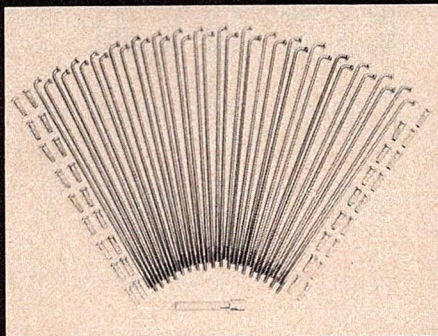
Berserking it in the rain and mud can be a gas, but it's really abusive on the old scooter. While minute particles and sizable chunks of mud, water, sand, swamp decay and mosquito larvae find their way into the tenderest parts of your bike and destroy your seals, engine and chain, rest assured that your grips, throttle and lever workings will stay clean and immune with Mud Muckers. Made of Naugahyde and backed with foam, they come in a variety of colors, red, yellow or black, but always end up brown. They're \$8.95 a pair from World Class Products, Dept. MXA, 6552 N. Cornell Ave., Indianapolis, Indiana 46220.



ROAD TIME

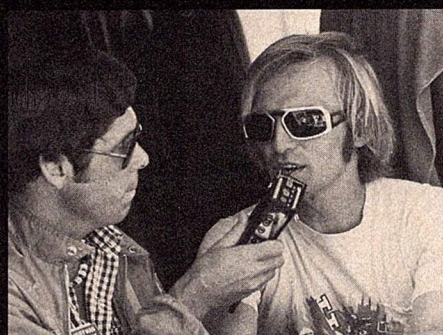
This small digital clock fits just about anywhere you want to mount it in your van. It can be adjusted to stay lit all the time or only when the ignition is on. Works in all 12-volt RVs and costs \$39.95. The bright red numbers let you know if you've gotta

gassit to keep from being late, and it's also another little gadget to keep you busy besides fiddling with the radio, talking on the CB or switching tracks on the tape deck. They're sold by T&H Van Works Unlimited, Dept. MXA, 7833 Canoga Park, California 91304.



STRONGER WHEELS

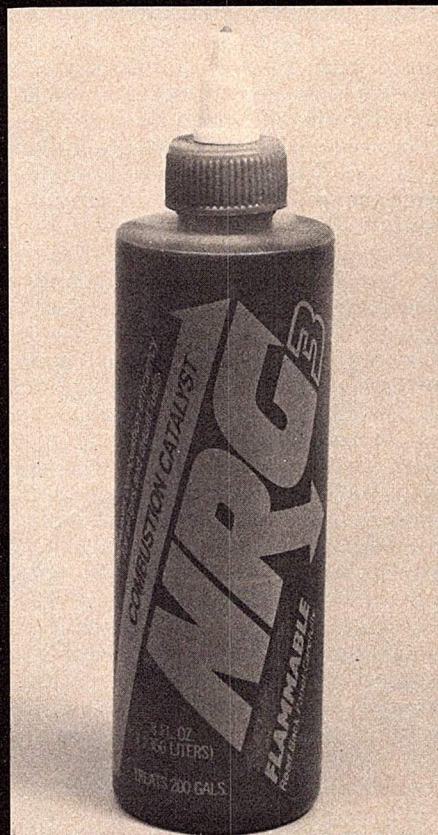
Motocross is a reunion between the human soul and Mother Earth. The racer projects his instincts and reactions through a machine to create a firm bond with the natural flow of the terrain. The highest level of interaction in this organic relationship is the abused MX wheel. In other words, when you pound into the ground after landing from one of those banzai dropaways you'd better have some good spokes. DG now has heavy-duty, gold-anodized eight-gauge spokes made of 1040 high-carbon steel for both the front and rear wheels of Hondas, Yamahas, Kawas and Suzukis. The kits come complete with spokes, nipples and spoke wrench and if your import race bike has already developed a case of the wobbles, it's time for a decent set of spokes. \$19.95 from DG Performance Specialties, Dept. MXA, 5552 La Palma Ave., Anaheim, California 92806.




"KEEP IT WIDE-OPEN"

Pierre Karsmakers, Team Honda's top open-classer, offers tips and pointers on the art of motocross in a new recorded interview. The LP, already in the top 100, presents Pierre's personal philosophy about a variety of motocross subjects, ranging from protective gear to perfection of in bermshooting. It is recorded live in a

question and answer session. The record is free with a \$2 Bates Leathers catalog, or \$2 with a free Bates catalog. Either way, get them direct from Bates Leathers, Dept. MXA, 701 W. Cowles St., Long Beach, California 90801.



STEP RIGHT UP

Yes sir, folks, just add a small amount of this stuff to ordinary, everyday gasoline and WHAM-O, instant rocket. NRG gas additive is a organometallic catalyst for hydrocarbon fuel, and by adding just a half-ounce to 12 gallons of fuel (you don't even need to mix it), it is *supposed* to increase mileage by as much as 22 percent, break up carbon deposits, give you faster starts, more torque, a smoother running engine, longer plug life, clean exhaust ports, piston crown and ring grooves, reduce pinging, smoking, and obnoxious fume odors, help trap water condensation, lower the amount of piston burning and ring scruffing, bring your engine up to peak performance level and cure the common cold. It'd probably be best to try it in your mom's station wagon or something first if you're brave enough to dare to try using it in your motocross bike. One bottle costs \$4.95 and contains eight ounces, enough for, umm, er, carry the three, ... 192 gallons or so. The miracle, wonder additive can be found in automotive-type shops or bought directly from NRG Dist., Dept. MXA, 754 Ninth St., New York, New York 10019. 

On that Sunday afternoon hundreds of tourists from all over the country patiently hauled their children through the Alamo, where Jim Bowie and Davy Crockett, among others, met their Waterloo. Afterwards, they might have gone to one of the 17th Century missions, HemisFair, La Villita or to a Paseo del Rio restaurant for some chicken *mole* and mariachi music. San Antonio, statistically the nation's tenth largest city, is a tourist mecca in the summertime. It is often compared with New Orleans and San Francisco for its charm, but is unique because it is the only bi-lingual Spanish-English city on the continent.

Several miles due south of the Alamo the scene wasn't quite as romantic. The temperature at Cyclorama was 95 degrees in the shade and 106 in the sun. Powdery caliche dust turned spectators and parked cars white, and the occasional easterly breezes picked up the fumes from a sewage treatment plant across the highway and dropped them in the hollows where the track simmered in the heat. Down in the pits, usually a flatrack stadium, the tourists sat fanning themselves with wet towels. They were the 125 National riders, mechanics and hangers-on, who had come to see if this season's whiz-kid, Bob "Hurricane" Hannah, was for real — to see if he would be the first person to swipe the 125 title that has been the sole possession of Marty Smith. Hannah had a solid point lead after five events, while Smith was hassling with privateer Steve Wise and his FMF Honda for second place. Behind them were Suzuki Team members Danny LaPorte and Billy Grossi, but the Bear was recovering from an appendectomy and didn't come to San Antonio.

Among the top three contenders, Hannah had the edge. He was riding his Number 1 bike, the water-cooled OW Yamaha, while Smith's recently acquired Type 2 Honda "cherry bomb" would be sitting idle. Several 125 riders (or, more correctly, their fathers) had indicated that they would claim the Honda if Marty won, and the factory didn't want to chance losing a one-off item to the first privateer to come up with \$2000 cash after the races. Wise, a Texan, was pacing the starting line, the only rider without a bike. "I should be the favorite," he said, "I know the track and can ride in the heat, and I've got the home crowd ... but I'm *really* worried about my bike." Steve's Honda was suffering carburetion problems, but at the very last minute before the big "2" came up his crew rolled his bike to the gate, and Wise looked very relieved.

Two-thirds of the riders jumped the start of the first moto. If all had been

125 national, round six

THE DAY THE HURRICANE BLEW OLD DIXIE DOWN

Through the dust, heat and sewer stench Marty's Type 2 couldn't come out to play

BY PETE SZILAGYI



Mid-pack in one of the qualifying moto starts.

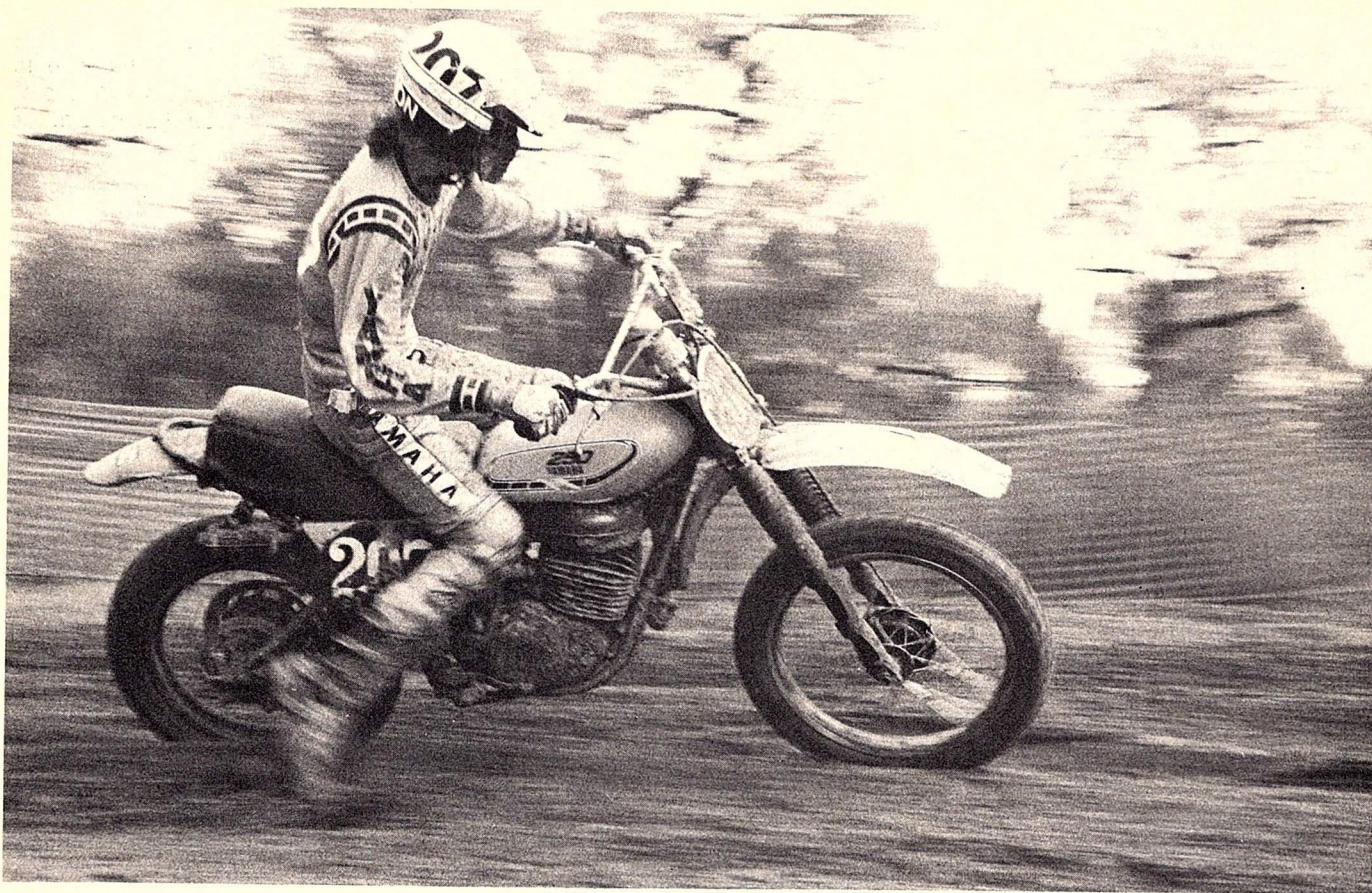


New Yorker Terry Armstrong at the apex of a highside. He saved it.

Mickey Kessler contemplates beeg trouble aboard the factory Kawasaki. (Pete Szilagyi)



THE DAY THE HURRICANE BLEW OLD DIXIE DOWN



A Support rider feels out the mud during practice. By race time it had dried into concrete.



It wasn't Smith's day. He's one of the few people who can afford to bitch about being in second place.



Mechanic Bill Butchka keeps the ultra-violets off the star.



New Suzuki Team rider Jeff Jennings gets his double-knits altered.

penalized the requisite one lap, the point standings might have been jumbled dramatically, for a week at least. As it was, only Wise suffered — in that first lap, run under a black flag, Steve's engine seized.

On the restart it was Broc Glover's DG Honda and Smith in the lead. Marty passed quickly and sailed to a sizable advantage up and down Cyclorama's hard-packed roller-coasted back course. Marty needed points badly and he could only ride as fast as possible and hope that Hannah's experimental Yamaha might suffer a fate the engineers had not foreseen.

For most of the 40 minutes plus two laps, the moto was undistinguished because of its predictability — the champ was expected to lead — but by no means could it have been considered boring. The track surface wasn't amenable to the light, high-winding 125s. LaPorte unloaded, as did a number of mid- and rear-pack riders who suddenly found themselves sliding on their backsides with their scooters sitting in the weeds singing at ten grand.

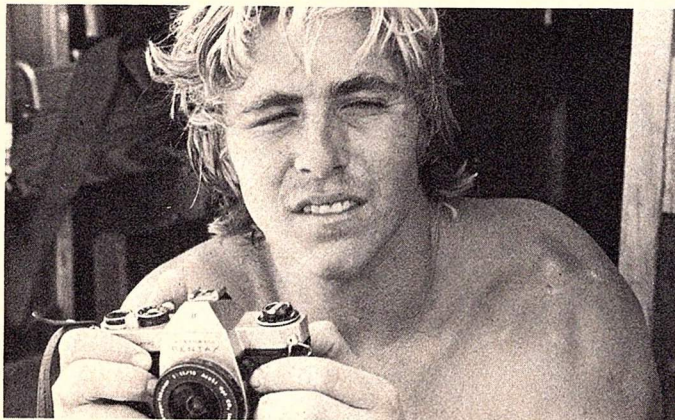
In the last 15 minutes of the moto, when many riders were slowing from heat and dust fatigue, the Hurricane

began to roll like he had just received the word from the big paymaster on high. Within just a few minutes Bob had moved up behind Smith. Spurred on by a cheer, then a gasp from the crowd, he drove in next to Smith and motored out of the turn in the lead, which he held to the finish. If Marty ever needed his Type 2 bike, it was in those final laps, though it seems doubtful that mere machinery alone could have thwarted Hannah's determination.

After the second 250 Support moto — a class swept by Ricky Kidd on his Penton/KTM — the second and final



Glover holeshots the second moto. Note Crash-a-rama going on at right.

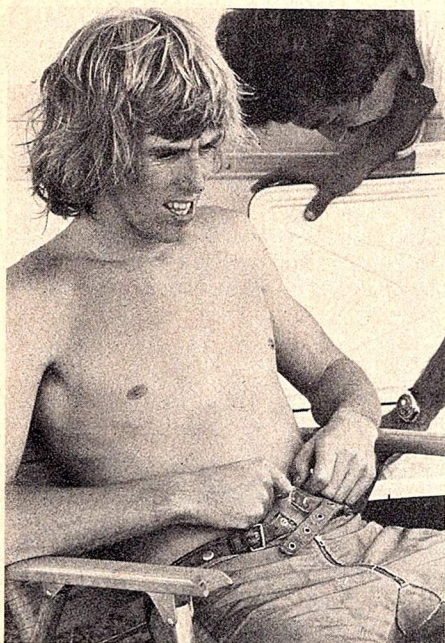


Suzuki's LaPorte tries another expensive Japanese toy.

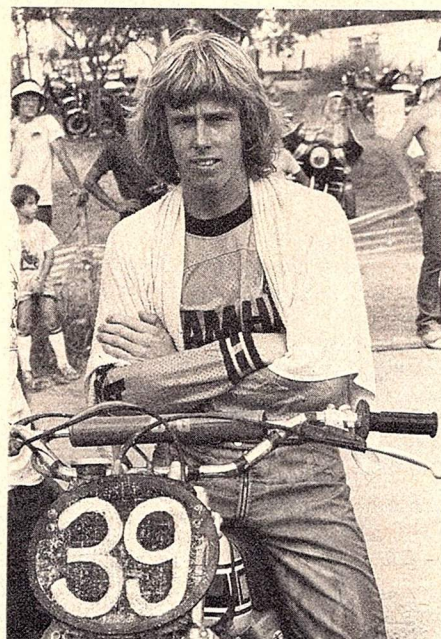


(note: this is a weird one: use it if you want, round file it if you want)

THE DAY THE HURRICANE BLEW OLD DIXIE DOWN



Best thing to happen to Yamaha since the monoshock: Bob Hannah. Screen door number plate allows air to get to the radiator.

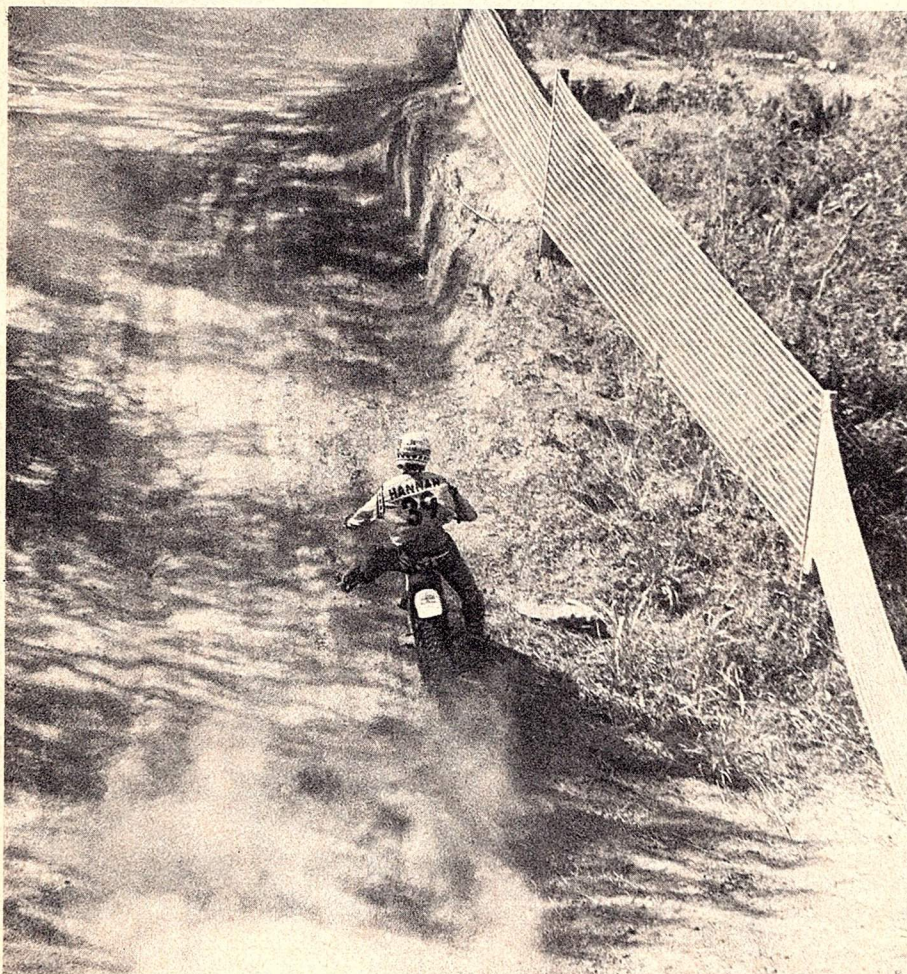


125 National moto bounded off to a clean start. Glover again took the lead, but this time the Big Four — Hannah, Smith, LaPorte and Wise — roughly reversed the order of their first moto starts. Smith had been relegated to mid-pack; closer to the front were Hannah, Wise, LaPorte and Warren Reid. LaPorte took charge almost immediately and passed Glover, while Wise and Hannah bunched up about 100 feet behind him. Smith, along with the newest Suzuki Team member, Jeff Jennings, was tunneling through the extremely heavy dust and passing where he thought it was prudent. Both visibility and traction were hard to come by.

With the addition of Wise and Jennings, both of whom had earlier registered DNFs, and John Savitski, 14th in the previous race, the top ten gradually sorted themselves into the order in which they finished the first moto. But this time Hannah was able to dispense with the heroics. Near the end, Jennings dropped back into fifth, and Steve Wise exited the track into the fence. The Hurricane cruised to his fifth National win of the year (he also won a 250 National), with Smith in second and LaPorte in third.

Barring injury, the separation of the San Andreas Fault or nuclear holocaust, Bob Hannah and his pumper Yamaha appeared to have sewn up the 125 Number One plate with the win at the Alamo City. Though two races remain, Smith's point deficit remained discouragingly wide, particularly in view of the Hurricane's King Kong come-on recently, and the reluctance of the Honda office to pull Marty's Type 2 bike out of the garage into the mud and the blood and the dust where it belongs.

III



Bob Hannah: out front and, for the moment, out of shape.

RESULTS

125 National Championship, San Antonio, Texas

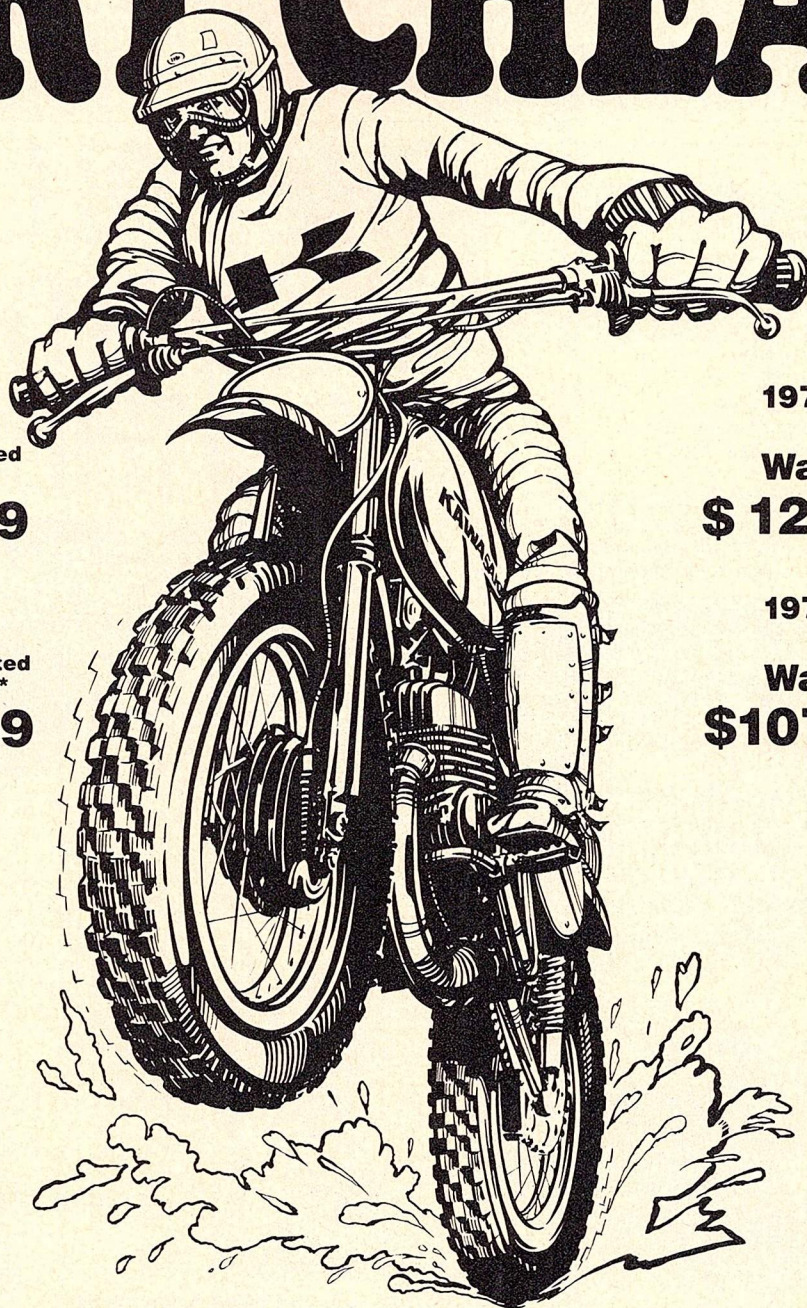
125 National Class

1. Bob Hannah (1, 1) Yamaha
2. Marty Smith (2, 2) Honda
3. Danny LaPorte (3, 3) Suzuki
4. Broc Glover (5, 4) Honda
5. Ron Turner (6, 6) Honda
6. Warren Reid (4, 8) Honda
7. John Savitski (14, 7) Suzuki
8. Bruce McDougal (11, 10) Honda
9. Mike Jones (10, 11) Honda
10. Arlo Englund (9, 16) Husqvarna

250 Support Class

1. Ricky Kidd (1, 1) Penton
2. Kurt Janisch (2, 2) Suzuki
3. Roger Brown (3, 3) Can-Am
4. Rob Reynolds (5, 4) Montesa
5. Alvin Johnson (8, 8) Yamaha

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1976 KX125
New
Suggested
Retail*
Was \$ 776 \$599

1975 KX250
New
Suggested
Retail*
Was \$1058 \$749

1975 KX400
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1976 KT250
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An interesting look at the two riders who carried the number one plates in 1976

I went to that old Mexico town,
And the sun was shining bright.
I said to my man named "D"
The Jammer is feeling alright.
Well The D was feeling a little tense
But looking mighty fast.
But I said to my friend "D"
The Kawasaki's gonna pass.
But it didn't matter to "D,"
He sicked his pet rock on me.
There was nothing more I could do
That ol' rock broke my knee in two.

When you're a-racin' and everyone's around,
The tension gets heavy and you put on your frown.
Friendship gets risky as you all well know,
But the good ones and bad ones separate in the flow.



THE BALLAD OF THE JAMMER AND THE "D"



DiStefano and Weinert, the giants.

Thus, in Jimmy Weinert's own poetry, the continuing saga of The Jammer and The D reached a temporary armistice at the opening round of the 500cc National Championship at Mexico, New York, just one week before the deciding battle of the 250cc championship was to be held at Southwick, Massachusetts. Weinert, his right kneecap shattered by a rock ironically thrown up by DiStefano's bike during practice, would have to sit out the next few races, allowing the 250 title to go to DiStefano and missing any chance of retaining his 500cc title.

It was an anticlimax to an exciting 250 series that saw Weinert and DiStefano engaged in a week-by-week struggle for supremacy. Often, far ahead of the pack, the two would repeatedly lock handlebars, neither giving the other any quarter, each fighting for every inch of ground. News reports built the conflict to the point where the two were considered arch rivals, even bitter enemies.

Nothing could have been further from the truth. The two share a warm friendship. Tony D, almost 19, looks up to Jimmy, six years his senior. Jimmy in turn enjoys the company and conversation of the brilliant young racer. Together, in their private lives, they complement each other.

Associate Editor Paul Boudreau spent an evening with the two at Jimmy's hilltop home overlooking Laguna Beach, California, recording conversation and probing this remarkable relationship for insights into what makes these men the giants of American motocross.

Continued



THE BALLAD OF THE JAMMER AND THE "D"

Continued

DiSTEFANO: Everything was innocent. Me and Jammer were having some good racing and getting into some jams and the papers were really building it up. It was really coming pretty neat. We were both going for it, trying to win, and we both had to stay with it because we couldn't rely on anyone else to help out. The most either of us could expect to pick up in a day's race was about three points because one of us would finish first and the other guy would be second. Even if one of us fell off, he could catch up and get second because there was no one else between us. Like the time Jimmy's shocks bent in Pennsy and he still got second.

WEINERT: Coming into the season I was in good shape. I didn't have to worry about anything because I had Steve Johnson, my Kawasaki mechanic, behind me and that was perfect. We had the fastest bike for sure. We had a few problems with powerbands at the start — had about three different cylinders and that gets tricky. Where do you test them? At the race. In the end, though, I had the fastest 250 in the field.

It was heavy. Me and The "D" were just going for it. We knew what was going on and it was cool. It used to be when someone would hit me I'd say,

this is it, you get it in the next turn. But me and The "D" were just going for it. Actually, I was being kind. The only time I got mad at him was when he fell down at Hangtown and let Ellis get by. That cost me the race.

DiSTEFANO: This is what makes competition. Your temper gets up a little and this is what makes it good. If anything happens, it's nothing intentional. The guys involved, they know what's happening. You're racing the same guys week after week and in time everything straightens out. It's just like a little law or something in racing. In due time everything balances out.

WEINERT: The money is there to make for whoever wants to make it. The "D," Pierre, Smith, Hannah, myself ... we're all making money. You can make a thousand every week, no problem, and that's good. If a rider has his shit together, he can make money. The privateers are always screaming and I understand about the privateers, but hell, the only reason we're winning is because we're in good shape. They complain that we have all

the trick bikes. If they got in as good shape as we are in and started winning, then they'd get the stuff we have. But they don't want to do it. Years ago The "D" was a privateer and he worked hard and blew off all the factory guys and it paid off and he got a ride.

DiSTEFANO: Yes, I won those races because I did whatever was necessary to do this. I just kept trying and things went right. It's there to do like with just about anything. The only reason I got my ride was because I had results. With no results you're not going to get anything.

WEINERT: Hey, The "D" was at my house once and he said, "I've got to go to Ralph Riblin's school." I said, "Where? You mean Rolf Tibblin's?" He said, "Well, whatever, I'm going ..."

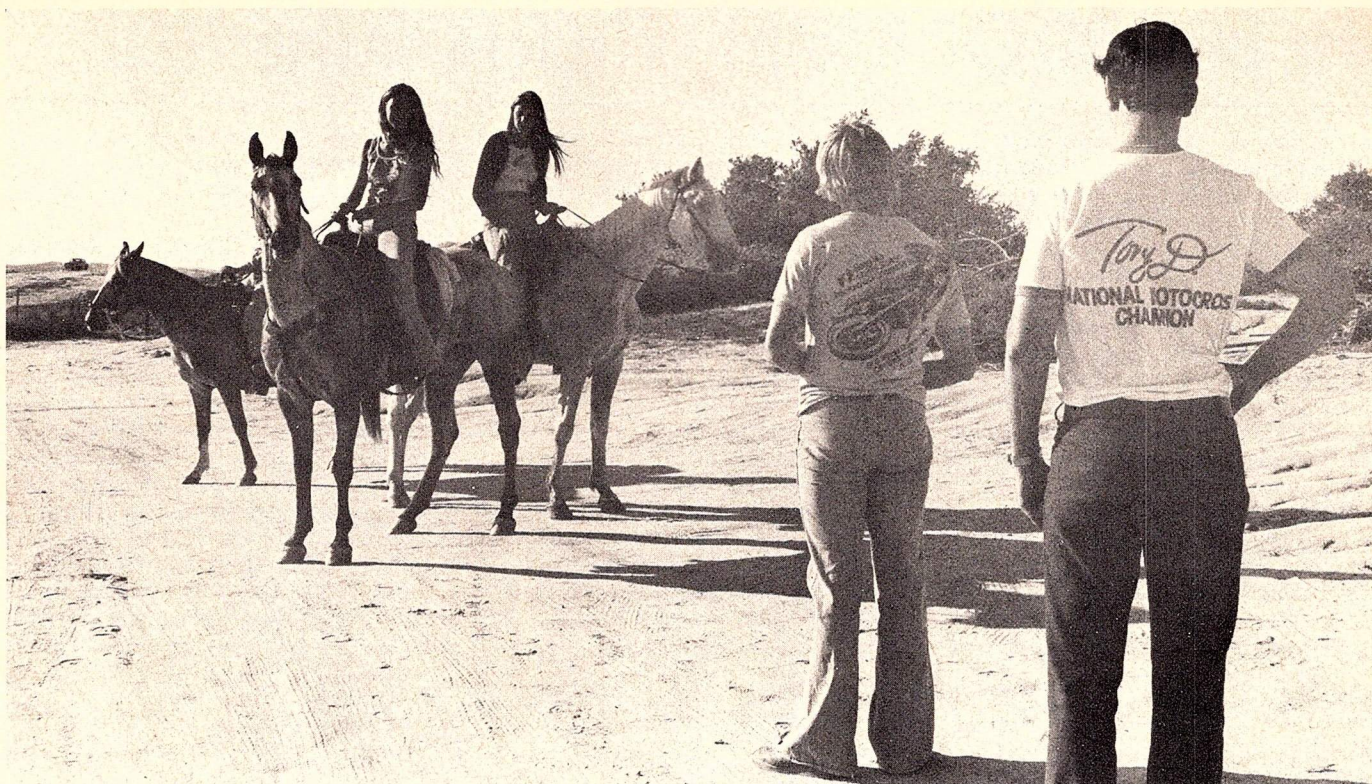
DiSTEFANO: Yeah, I was showing my Easternness.

DiSTEFANO: I'm a regular. I train in the off-season and work out a few times during the week when I'm racing. I stick pretty much with the Rolf Tibblin stuff because I don't know really what else to do. I played football and wrestled and stuff in school but that's the wrong kind of training. It builds bulk and stuff but for motocross you need endurance. I try to eat properly and get the right amount of sleep. It's the combination of every-

Continued

Weinert won the 500 Championship on a Kawasaki and switched to Yamaha, then won it again on the Yamaha and switched back to Kawasaki. (Dick Miller)





"Being married must be good for The Jammer. He gets better every year. ..."



"... but for me being single has opened up more opportunities."

THE BALLAD OF THE JAMMER AND THE "D" Continued

thing you do that is important. If you're going to be a professional racer and be serious about it, you're going to have to get into it and be constantly thinking of what you're doing. When I first started out as a privateer I could see if I just tried hard, I could do it. What's the sense of getting second if you can get first? Like first is the ultimate. So now I'm number one. I know what I have to do to be number one. It's all up to me. No one else can do it for me. I have to do it for myself and I'm gonna do it.

WEINERT: Look, there are three, four, five guys out there every week winning races. How come five, and there's 40 riders out there? And the same guys win week after week. Everybody is fast, everybody's proving

they're fast. But fast for a few laps and that's it. It all comes down to the person himself. He is the one that motivates himself and no one else.

WEINERT: I go to a race to have fun but when I'm out there, I'm out there to win. It's important that a rider be in good physical condition and this year I was in very good shape. I didn't have to worry about getting tired. I could go as fast as I wanted for as long as I wanted. But most of all, you've got to be smart — intelligent. You can't be dumb or stupid or you're just going to blow it. You've got to have brains for this business. You've never seen a dummy become the champion, right?

College changed my life completely. I came to the realization while I was in school that if I stuck it out I'd end up

being just another stupid sonovabitch standing in line with no job. So I left there with a 3.0 average. Best thing I ever did.

DiSTEFANO: I dropped out in the tenth grade. I was always good in school, got good grades, made the honor roll and really enjoyed it. But when I got into going back and forth to the races, like I had to leave on a Friday, drive to the races, race, then drive back, maybe miss Monday school and end up only being there three days a week — it made things difficult. I still got good grades but I was rushing through my work and I wasn't remembering anything. I'd study the night before a test and get a passing mark, but I wasn't getting any benefit from that. So I said, well, if I'm going



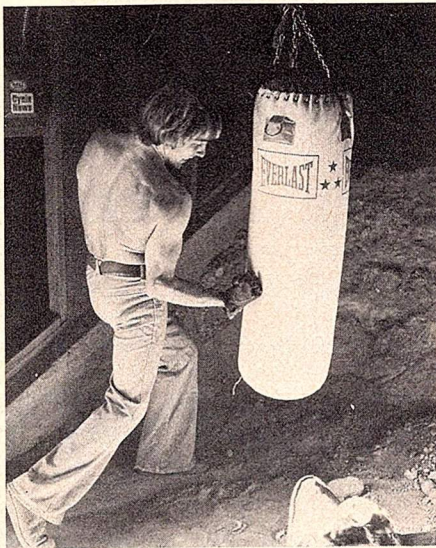
(Jim Gianatsis)

"Becoming the champion is really nice."

"I love my family but I'm not going to hold my kid between motos."



"This year I was in very good shape. I didn't have to worry about getting tired."



(Jim Russell)

"I won those races as a privateer because I did what was necessary."

to race, I've got to go now. If I wait till I'm 18 my interests will probably change and I won't be into it. As it turned out, I'd just be starting now instead of being number one. And things are a lot tougher now. I got in it early and learned along with everybody else.

BAZ: Jimmy, you've raced many different bikes in your career, practically all of them except Suzuki and Honda.

WEINERT: ... and Bultaco.

BAZ: Yeah, but everything else: Maico, CZ ...

WEINERT: No Vespa.

BAZ: ... Yamaha, Kawasaki ...

WEINERT: No Runzonni.

BAZ: Runzonni?

WEINERT: Runzonni when you push it.

WEINERT: You've got a family, you've got a wife, you've got a dog, a kid, a house ... You know, you've got to pay for that stuff. So if you've got a way to do it, you go for it. But when I'm at a race I don't ever worry about anything. I've got a family and the problems that go with it but when I go away to a race, I leave them right here at home. You know, I've got two brains, one for home and one for the races. I love my family, but when I'm at the races I have to focus on just one thing. I'm not going to be holding my kid between motos. Forget that stuff.

DiSTEFANO: I've never been married so I can't say for sure, but if anything, it's made things better for The Jammer. It stands to reason he keeps getting better each year. For myself I think that being single has opened up more opportunities. I don't carry the responsibilities of a family so I can get into all the things that are going on in this business and I have only myself to look out for. When you're single, nothing's a no-no. I don't know what it would be like to be married. It'd be crazy.

DiSTEFANO: Becoming the champion is really nice. It's a goal set and achieved. I don't think anyone ever expects it. It's something you think about maybe possibly happening, but when it really happens, it's just neat. *Being* the champion is something different. The pressure is on. Like before when I wasn't the champion, it didn't make any difference if I did bad or good. Now I go to a race and I could come from dead last into second and have a perfect performance and satisfy myself, but everyone will ask, what happened to you? You didn't win. I could have won every race last year from last week backwards forever — won everything — but if I don't win this week I ain't nothin'. It's like when you're champion, the races come one week at a time, and there's a different hero every week.



Heikki Mikkola, still sporting a black eye from an endo the previous week when Kavinov dumped his bike in front of him, got his much-needed second place finish to ice the World Championship.

Mikkola takes world title by one point despite Moiseev's double win in the last event

By David Maltais

round eleven 250 grand prix, SWEDEN



Guenady Moiseev dominated the Swedish event to win both motos, but he came up one point shy of winning his second 250 World Championship.

Thirty-one-year-old Heikki Mikkola, Husqvarna's Flying Finn, fought back the attack from 1974 250 World Champion Guenady Moiseev of the KTM factory to narrowly snatch the 1976 title by a one-point margin, the closest racing in any class in recent years. Heikki also made World Championship motocross history by

becoming the first rider to win two World Championship titles in two different displacement classes by adding this year's 250 crown to his 500 title when he beat Open class master Roger De Coster in 1974.

The Bogeaban Circuit was the site of the final round, and the Ulricehamn Motorklub did an excellent job preparing the track and all of the facilities for this important final event of the 250 series. The course, 2057 meters in length, was made up of loamy, deep sand with 28 berymy

curves, a huge drop-off and several natural and man-made jumps. The course circulated through the natural terrain of the surrounding woods, and the infield area was beautifully laid out for the 6000 spectators who sat in the warming sun on the grassy slopes to watch the hot action in this final event of the season.

Several competitors were missing from the Swedish round even though they were listed in the program, and the entire CZ factory team never showed for the race. Puch factory rider



Lovely 19-year-old Swedish flower girl Marita Stralin is getting little attention from local hero Uno Palm's son Steffan.

and six-time World Champion Joel Robert was one of the absentees, along with Hans Maisch, Jaroslav Falta, Antonin Baborovsky and Miroslav Jirka.

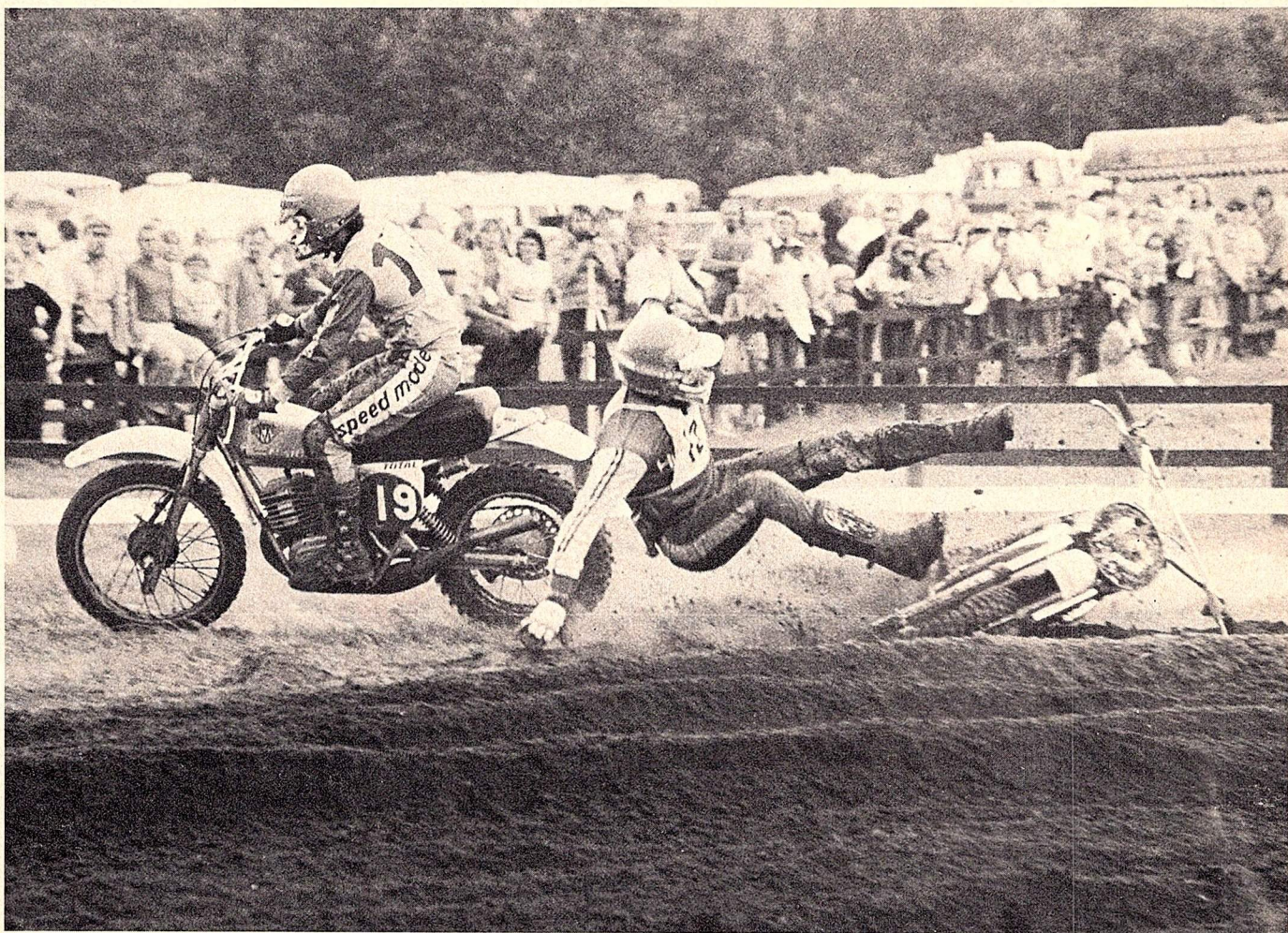
Uno Palm, Ulricehamn's local hero and former 250 GP competitor, posted fastest qualifying time aboard a Husqvarna that will be seen as Husqvarna's 1977 production racing machine. A new frame with improved handling similar to the ones used by Heikki and Brad, new front forks and new Girlings that will be 20mm longer with dual rate springs are the major changes. A new exhaust pipe already in production will be included in the package, and little change will be made to the engine.

Second fastest in qualifying was Jim Pomeroy aboard the factory Bultaco featuring a new aluminum swingarm made by Skip Krebs of Bay Area Bultaco in California, and third was Montesa's Hakan Andersson, former World Champion in '73, who was riding with a broken rib, the highest one on his left side, and also with a broken thumb. Torleif Hansen had

fourth fastest time on his factory Kawasaki, which was using Kent Ohlin shocks that he'd been testing for a month with a new aluminum swingarm. Tomas Pettersson was fourth fastest on his KTM and next were Moiseev, Mikkola, Gerard Rond from Holland on a Yamaha, Anatoly Outchinikov of the Russian KTM team and Andre Malherbe of Belgium on a private KTM. Harry Everts was down in 11th, Daniel Pean in 12th and Vladimir Kavinov was in 13th. The lone West German competitor, Rolf Dieffenbach on the Kramer-Maico, was 24th fastest in a field of 29 riders.

The previous week in Holland it looked like Mikkola would clinch the championship when he won the first race and Moiseev had retired. But in the second Heikki crashed in a turn when Kavinov dropped his bike in front of Mikkola's Husqvarna and Moiseev went on for the win. Heikki walked away from the crash with a bruised right eye and his two front teeth knocked out. He had the upper teeth replaced in Holland before leaving for Sweden. Those that were

Continued



Heikki called it a day when he was squeezed off the track by a couple of riders while trying to pass in the second moto.





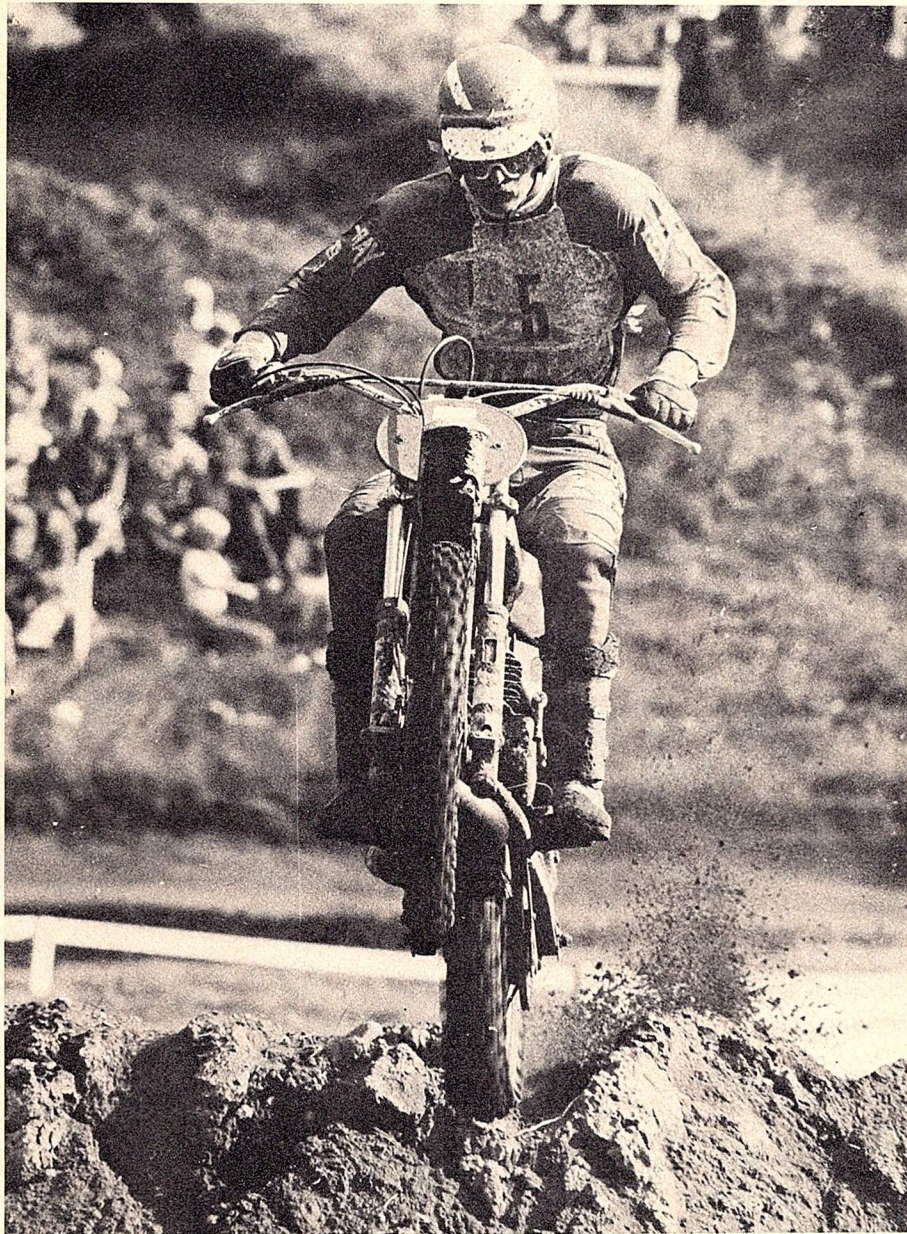
GUENADY MOISEEV
U.S.S.R. TEAM KTM

SWEDEN

Continued

Second fastest qualifier, Jim Pomeroy, had his throttle stick in the first moto, putting him through a fence, and then a get-off in

the second moto forced him to retire with a smarting shoulder, just healed from another recent injury. He was still able to retain his fourth place world standing as Everts had similar problems and was unable to overtake Jim.



knocked out weren't his to begin with anyway.

So now the stage was set for the race that would decide whether Mikkola or Moiseev would walk away with the crown. Moiseev had to win both races but Mikkola only had to place second in one to keep the lead that Moiseev had so furiously chopped away in the last half of the season.

As they lined up for the start of the first race Moiseev took the outside with Mikkola next to him. Rond moved in next to Heikki and prevented Moiseev's teammate, Kavinov, from getting the position, which could have meant that Kavinov wanted to keep Heikki from getting a good start. Pomeroy was told to keep an eye on the start clock, it would signal the drop of the gate when the sweeping hand hit zero. Jim's instructions were wrong and he was left at the line when the gate dropped *before* it hit zero with the other riders blasting for the first tight right-hand turn. When the gate fell Moiseev jumped his KTM into the lead and cut sharply in front of Mikkola heading in a straight line for the first corner. The first wave of riders behind him had Palm on the inside, Outchinikov tucked in behind Moiseev, and Mikkola all alone on the outside breaking later and holding the advantage exiting the turn for the long, fast straight past the mechanics' area. The second bunch of riders had Raymond Boven, Torleif Hansen, Harry Everts and Gerard Rond duking it out as they powered out of the first turn.

Moiseev rocketed ahead of the rest of the field and never let off the throttle

Continued on page 65

Results 250 Grand Prix Ulricehamn, Sweden

First Moto

1. Guenady Moiseev	U.S.S.R.	KTM
2. Heikki Mikkola	Sweden	Husky
3. Uno Palm	Sweden	Husky
4. Anatony Outchinikov	U.S.S.R.	KTM
5. Hakan Carlquist	Sweden	Kawasaki
6. Gerard Rond	Holland	Yamaha
7. Geoff Mayes	England	CZ
8. Harry Everts	Belgium	Puch
9. Raymond Boven	France	Montesa
10. Hakan Andersson	Sweden	Montesa

Second Moto

1. Guenady Moiseev	U.S.S.R.	KTM
2. Torleif Hansen	Sweden	Kawasaki
3. Uno Palm	Sweden	Husky
4. Vladimir Kavinov	U.S.S.R.	KTM
5. Hakan Carlquist	Sweden	Kawasaki
6. J. J. Bruno		KTM
7. Raymond Boven	France	Montesa
8. P. Pippola	Sweden	Husky
9. Geoff Mayes	England	CZ
10. Erkki Sundstrom	Sweden	Suzuki

Final World Standings after 12 best motos

1. Heikki Mikkola	Husky	163
2. Guenady Moiseev	KTM	162
3. Vladimir Kavinov	KTM	122
4. Jim Pomeroy	Bultaco	102
5. Harry Everts	Puch	98
6. Torleif Hansen	Kawasaki	95
7. Anatony Outchinikov	KTM	85
8. Antonin Baborovski	CZ	75
9. Hans Maisch	Maico	73
10. Jaroslav Falta	CZ	54

The first-moto start shows Moiseev (6) with the lead with Mikkola (12) on the outside. The sandy, loamy track had deep berms and

was over 2000 meters in length, winding through the surrounding woods and picturesque countryside.

A NEW NAME IN THE HORSEPOWER GAME

By Paul Boudreau

KANEMOTO Racing

The name Irv Kanemoto may not strike a particularly familiar note with most motocrossers, but road racers all over the world know him as an accomplished and respected mechanic, engine builder and race tuner. Gary Nixon, perhaps one of America's greatest motorcycle racers, places his trust and confidence in Irv Kanemoto and he, in return, prepares the Suzuki road racing bikes which Nixon uses to make his mark in the world.

Lately, Irv has turned some of his talents and time to developing

motocross engines. Working with him is Keith Bontrager, who also has a background in road racing and who prepared the machines used by Scott Pearson to win his class at this year's Laguna Seca and Loudon, New Hampshire, AMA road races. Jim McGreene, who engineers the Protopipe exhaust systems used by Kent Howerton, Terry Clark, Billy Grossi and on Irv's road racing Suzukis, rounds out the Kanemoto team.

Together, under the name Kanemoto Racing, they are breathing fresh air into a stagnating power kit

industry. "Certain things make good ports," says Bontrager, who handles cylinder preparation and helps design the exhaust pipes, "and shine isn't one of them." He feels that many of the large, established kit-building companies are selling to the public inferior products which bear little resemblance to the equipment they use on their shop racing bikes.

"Porting is an art," says Bontrager, who does most of the porting work himself. "Anyone can scribe the cylinder walls and grind out the ports to those marks, but the real artistry comes in shaping the interior of the port. The manner in which the fuel-air charge enters the combustion through the transfer ports determines to a great extent what kind of power the engine will produce. Unless the shape of the port is correct, something that can only be determined by eye and feel, then the power won't be right. It's like making a sculpture. The finished product is only as good as the artist who does the work. I don't believe underpaid kids working on a production line cranking out cylinders can do the job correctly."

Jim McGreene, a die maker by trade, uses his skills to fabricate exhaust pipes that are unique to the industry. Unlike most pipes that are built from flat sheetmetal rolled into cones and welded, McGreene's Protopipe units are fabricated from stamped sections like the pipes found on most production race bikes. This technique, though expensive, difficult and time-consuming, makes for a better finished product.

In order to be fully effective, an exhaust pipe must offer a smooth, progressive contour to the escaping gasses and sonic waves. Additionally, in order to develop optimum horsepower and torque, the dimensions of the pipe along the various stages of its length must conform exactly to a given formula, regardless of how the pipe snakes and winds through the frame. Therefore, the pipe builder must work to meet both criteria.

"Pipe building is all craftsmanship," says McGreene. "The subtle angle

Continued on page 67

See next page



Our Kanemoto-equipped RM125A showed a definite power advantage over some other kit bikes.

KANEMOTO Racing

Continued

KANEMOTO HORSEPOWER FOR THE RM125 SUZUKI

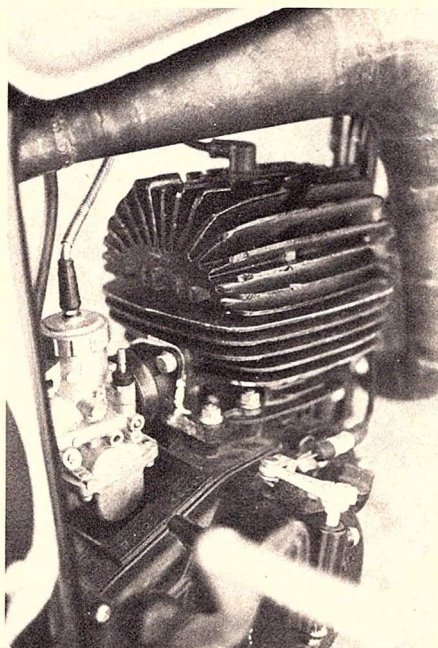
Kanemoto Racing brought two projects to our Indian Dunes race testing facility. One was a ported cylinder and exhaust pipe for our stock RM125 test bike, along with a 34mm Mikuni carburetor. The other was their own maxed-out RM125 which they use as a test bench for their engine and chassis modifications. In addition to a special cylinder, head, exhaust pipe and carburetor, it was equipped with Fox shock absorbers and the front suspension from an RM250. This suspension swap is a bolt-on affair and improves steering quickness and gives the front wheel more bite when laying it over in the turns.

The Kanemoto special was undoubtedly the best performing 125cc race bike we've tested to date. Besides being a good handler, it delivered an abundance of horsepower in all the right places. Like any purebred racing machine, it had to be kept on the pipe. But the excellent mid-range torque made possible by the sophisticated exhaust design made the job fairly easy. The hard part was holding on. It would take an expert rider in top physical condition to maintain the speeds this bike was capable of reaching. Even though we felt this bike was suited for only a small group of above-average riders, it represented the degree to which the men of Kanemoto Racing could take their know-how and workmanship.

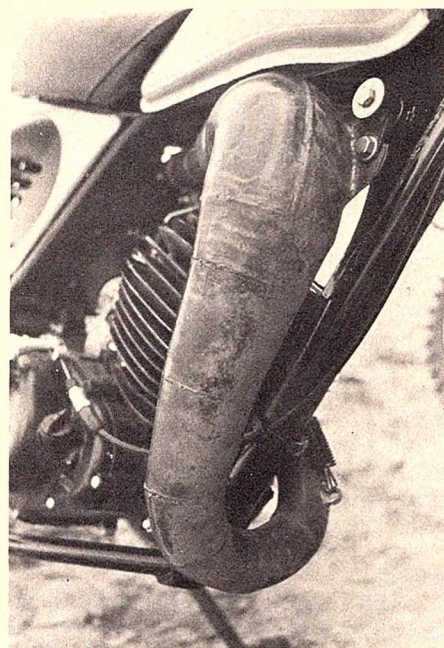
The top end kit for our stock test bike was much more down to earth and within the abilities of the average rider. Our test rides indicated that the kit produced a strong mid-range response with a substantial increase in peak output that allowed the rider to leave it on down the straights for that extra advantage going into the turns.

In competition, our modified RM125 showed a marked power superiority, even over other RMs equipped with kits from the well-known speed shops. It was pulling the competition so bad on the straights that, after the race, the other riders came by our pits to check it out. They said our bike was making dents in their chest protectors. Now that's the kind of reaction you can't get from a dyno.

How do they do it? Keith Bontrager summed it up simply: "We concentrate on the little things. We've all had years of road racing experience and we know what works. After that it's a matter of pride. The name Kanemoto is one of the most respected in racing and we intend to keep it that way."



Special head, cylinder, carb and pipe produce some big numbers in the horsepower category.



Tapered head pipe, three-stage diffuser cone and die-formed sections where the pipe curves under the tank spell the big difference in Kanemoto pipes.

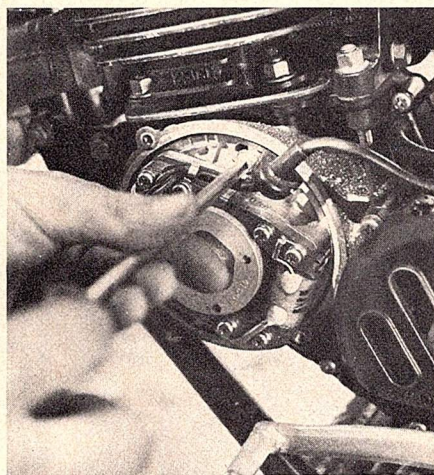


RM250 forks make the Kanemoto bike a real handler.

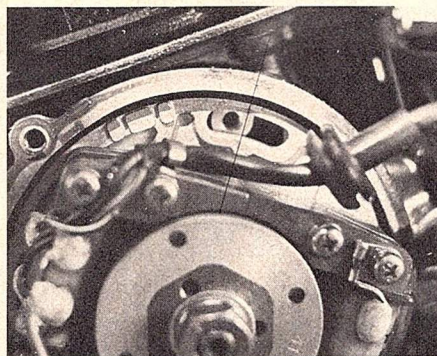
DO-IT-YOURSELF PERFORMANCE TRICK FOR THE RM125A SUZUKI

Expanding the performance potential of the RM125A Suzuki has been one of the first goals set by the fledgling Kanemoto Racing operation. In their research they have found, for example, that the stock CDI ignition system takes a 15-degree swing in the advance curve, reaching full advance too early in the rev range. Then, as crank speed reaches maximum rpm, the curve falls off, leaving the timing at a less than optimum setting for peak output.

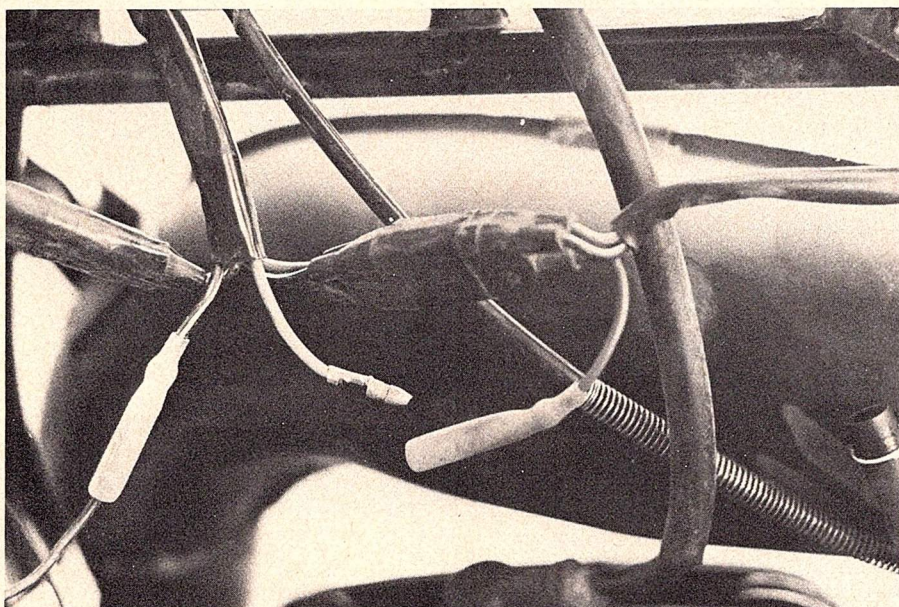
The simple procedure below resets the CDI so the advance curve fluctuates less and a full advance condition occurs at maximum rpm. Performance gain is small, but you can't beat the economics of a five-minute job you can do yourself that costs absolutely nothing.



Remove the ignition cover and loosen the two screws retaining the stator plate. Remove the top retaining screw completely so the mark on the stator can be properly aligned with the screw hole.



Rotate the stator plate until the alignment mark falls tangent to the right side of the screw hole. Tighten the bottom retaining screw and check to see that the proper alignment has been maintained. Now install the top retaining screw and tighten it. At this time it would be a good idea to check all the connections on the CDI unit, as they sometimes break off. Install a new gasket and replace the ignition cover.



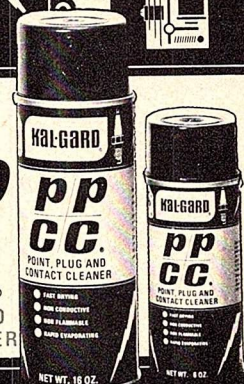
Remove the fuel tank and locate the solid blue wire among the wires leading to the coil. It makes its connection adjacent to the three-pronged plug in the wiring loom. Disconnect the blue wire and tape the ends.

If you haven't done so already, tape together the rubber plugs in the wiring, as these have a tendency to come apart at the most inopportune times. Replace the fuel tank and you're ready to go.

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Circle 10 on page 72

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personality

MEET NANCY SAUER

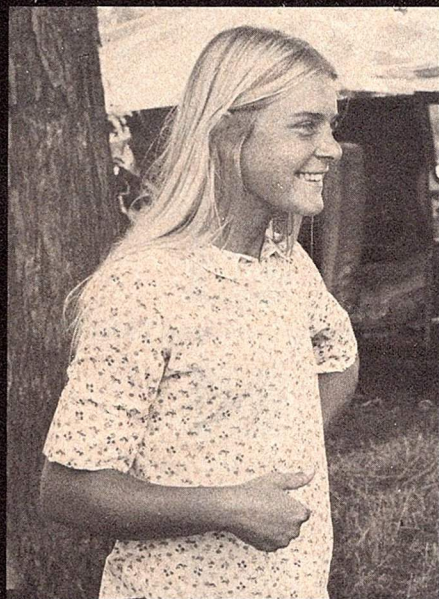
The lady who keeps Marty Smith happy

By Paul Boudreau

Behind every successful man, goes the old saying, there is a woman. So, if one were to ponder the reasons for the phenomenal success of Marty Smith, Honda's teenaged superstar from San Diego, one would eventually have to find the woman; *cherchez la femme*, so to speak.

She is, if one cares to look, Nancy Sauer (pronounced like "sour") from Marty's home town. They grew up together as friends and now they plan on getting married.

"He's just Martin to me," says a

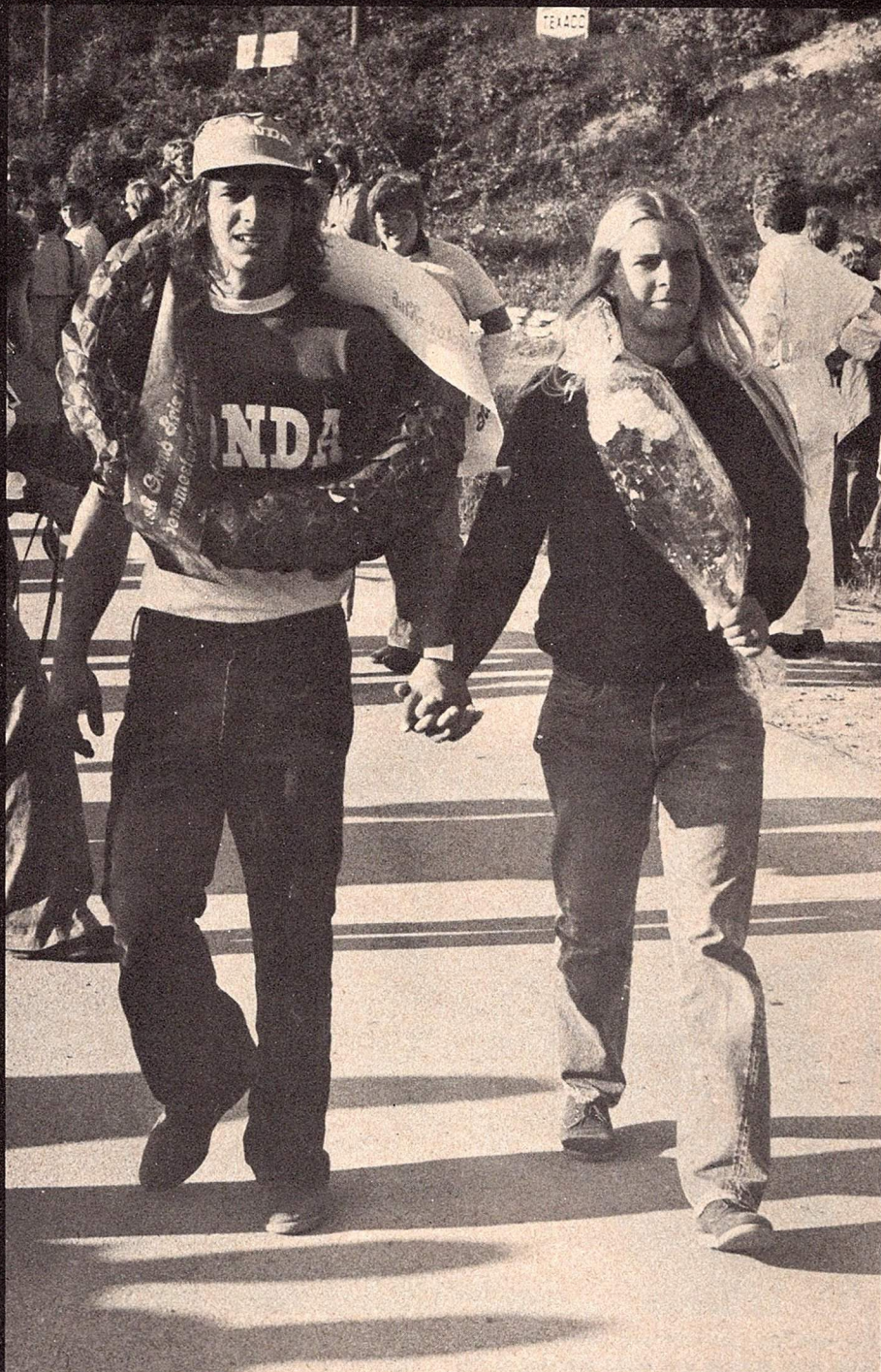


She used to work in a gas station but now travels with Marty and helps out at the races.

confident and personable Nancy. They've been companions throughout this season both in Europe and in the U.S., and Nancy works keeping Marty comfortable at the races and filming him on the track so he can later evaluate his performance. She handles the crowds of fans and well-wishers who throng him both here and abroad with a toss of her pretty blond head. "I have complete confidence in Marty," she says.

Marty thinks she's "the neatest girl in the world."

A close friend to both says they're "deeply in love."



Nancy's face reflects the pride in her man after Marty won the 125cc Grand Prix of Denmark.



Her films help Marty and Honda engineers evaluate the performance of the bike.

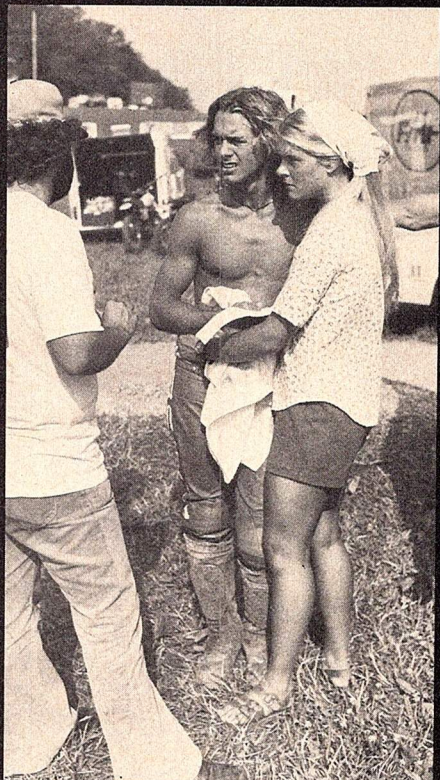
MOTOCROSS / DECEMBER 1976



She keeps him comfortable and takes care of things at the races.



Marty thinks she's super-neat.



They've made many friends together all over the world.

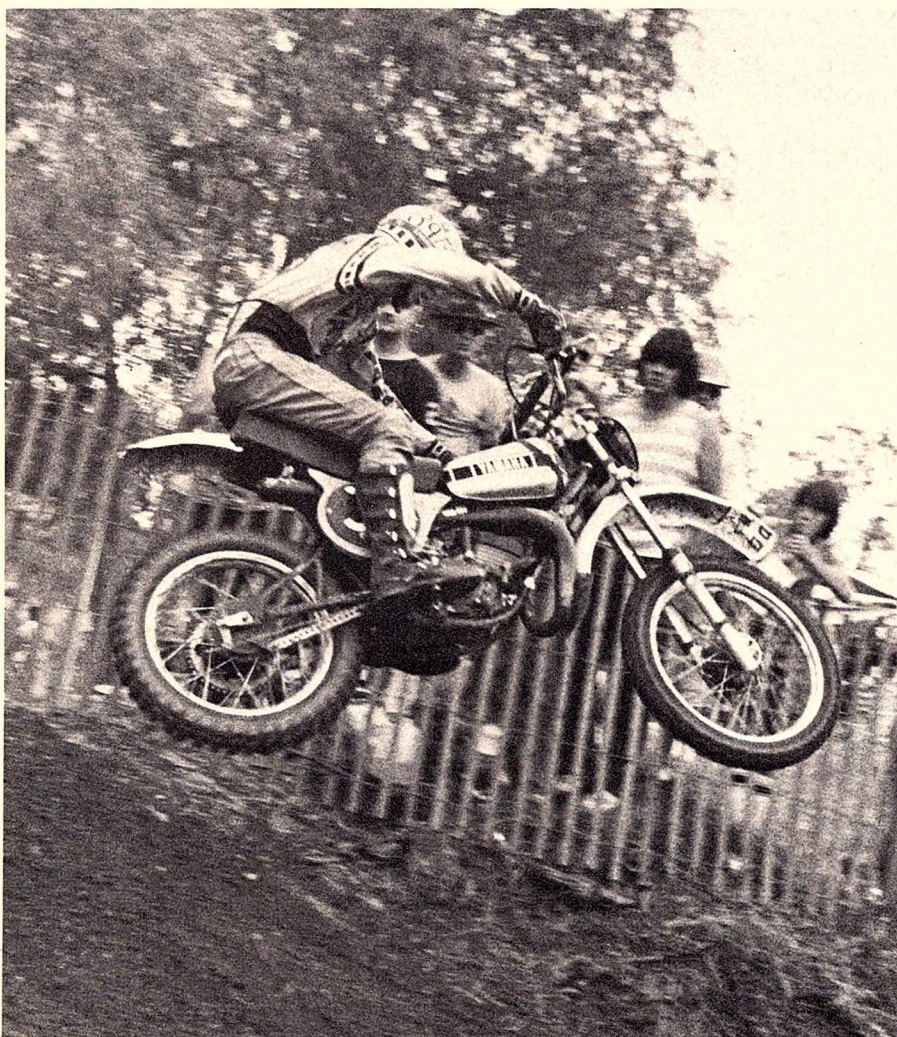
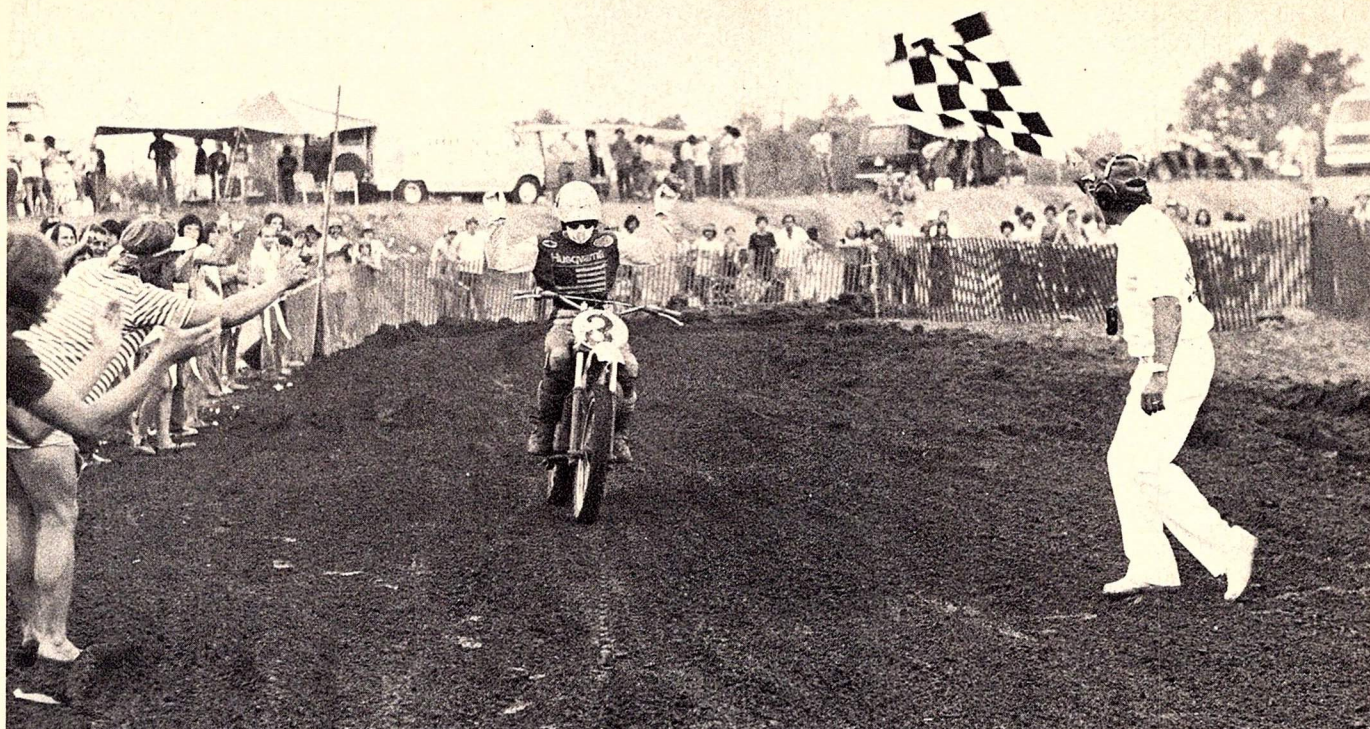
125&500 national final

THE BATTLE OF NEW ORLEANS...AGAIN



Three classic rider confrontations made for some of the most exciting racing ever seen on the banks of the Mississippi

by Dick Miller



Bob Hannah won nine motos out of a possible 16 to annihilate the 125 National Series and wrest the number one plate away from former two-time winner Marty Smith.

The tension Kent Howerton and Gary Semics must have felt on the morning of the seventh and final round of the 500 National Championship in New Orleans was comparable to a reenactment of the gunfight at the O.K. Corral. Each was inwardly nervous and both were trying to display the outward cool of a potential winner, with the psychological edge leaning toward Semics. After all, he won the National at this same track in '74 and was coming off a sweep of both motos from the week before on the grueling St. Pete sand track. Kent had a slim seven-point margin going in, but had been watching his point lead and the Championship slip from his grasp as Semics closed in the final races.

Both riders stuck close to their respective pits and engaged in small talk with friends. Both were interviewed prior to the battle for a movie being made on racing. New energy was injected into the Husky camp of Howerton as the practice times showed Kent as being in front. His race strategy was to keep Gary close and protect the narrow margin of points between them. A mistake by either would cost him the title. This was not the race in which to have mechanical problems, and their respective mechanics, Eric Crippa and Rick Jones, had taken the necessary precautions.

Every top rider in the U.S. was at this dual National, including Brad Lackey and Pierre Karsmakers now that the GP season was over. Marty Smith and Bob Hannah were to have their own private showdown in the 125cc final even though the Cham-

pionship had already been clinched by Hannah a couple of events prior. The Popeye's Fried Chicken sponsored event had all the ingredients of some super racing and, as expected, it most definitely was.

It was almost three o'clock with threatening rain and lightning hanging overhead as the first 125 National moto got underway. The oppressive heat and humidity of last year's event had worried the officials and promoters enough for them to have made sure that the track was saturated with sufficient water to sustain the day's racing. Now, with the sun tucked between the swirling thunderheads, the worry was of rain turning the track into a quagmire. As it was, the riders were using only a couple of lines on the demanding course because of the wet, cobby, heavily disced turf.

125 NATIONAL

Suzuki's Danny LaPorte, coming off a win the week before in Houston, grabbed the holeshot, with T&M's Ron Turner, DG's Broc Glover, Yamaha's Hannah, Honda's Smith and FMF's Steve Wise all bunched so tightly that you could have thrown a blanket over them. As the initial laps sorted everyone out, Bob Hannah quickly took command and put his water-cooled Yamaha racer into a lead that was never threatened. The anticipated battle between Yamaha's new star and Smith didn't materialize and LaPorte was able to keep Marty at bay as they finished the 45-minute plus two lap moto.

If the fans were disappointed in the first moto because of the nonexistent Smith/Hannah confrontation, then they got their money's worth twofold in the second go-round. Another holeshot by LaPorte with Hannah trying to get by for the lead after the first lap set the stage. As these two bumped and banged together in the first few laps, Smith was working his way to the front from a mediocre start and was now in fourth and closing. Marty, riding his Type 2 Honda, started a drive in the closing laps that had him by LaPorte and Wise, and with only a ten-second interval between himself and Hannah. Marty was going for it and the crowd started to run from turn to turn as he pulled on Hannah. The red Honda wasn't slowing for the turns and was darn near horizontal in some. Hannah was losing ground and was also developing a flat front tire. When they were within a few feet of each other Smith's left rear shock broke at the eye, but he still kept pressing Hannah's rear wheel. On the back straight heading into the start/finish turns neither rider let off, and they dove into the turn as one at the last

possible second. The resultant collision left Hannah's bike on top of Marty's with Marty pinned under the whole affair. While they both scrambled to get running, a smiling Danny LaPorte gassed it by to take a slim lead over the two downed riders. Although a painful tank-slapper slideout slowed the young Suzuki star, he was able to keep it together and win his second 125 National in as many weeks. Hannah pulled in second, with Smith's shockless bike being pushed in by a contingent of fans on the last lap for a

DNF. Later, in the pits, they were both laughing at all the rumors which evolved over their crash, but you could sense that there was still something yet to be proven between the two on the racetrack.

500 NATIONAL

It was Maico-mounted Gaylon Mosier, Gary Semics' roommate, with the holeshot as the gate fell for the first of the two motos which would decide a new National Champion. Howerton and Semics, who started side by side on



There're alligators back there in those bayous along the mighty Mississippi who could care less about Gaylon Mosier being

about to lose the lead, which he has held for 40 minutes in the first moto, to the eventual winner and new champ, Kent Howerton.

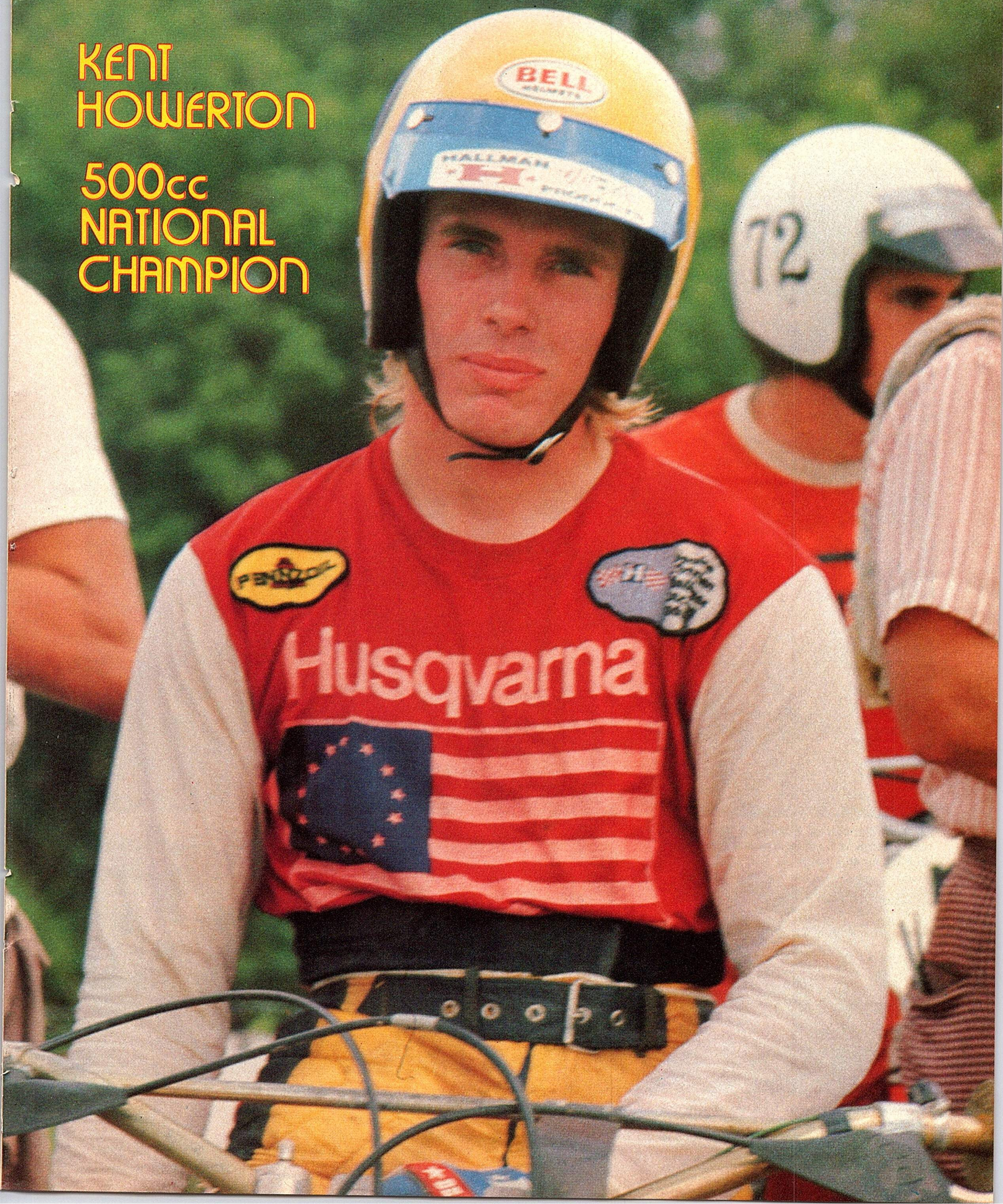


The second-moto duel between Kent and Gary was this close for eight laps. It caused a problem and possible protest from the Kawasaki crew because Semics was getting the overspray from Howerton's pit crew as

they tried to cool him off when he came by. The stream of water from the improvised fire extinguisher would hit Semics in the goggles, causing temporary vision problems.

KENT
HOWERTON

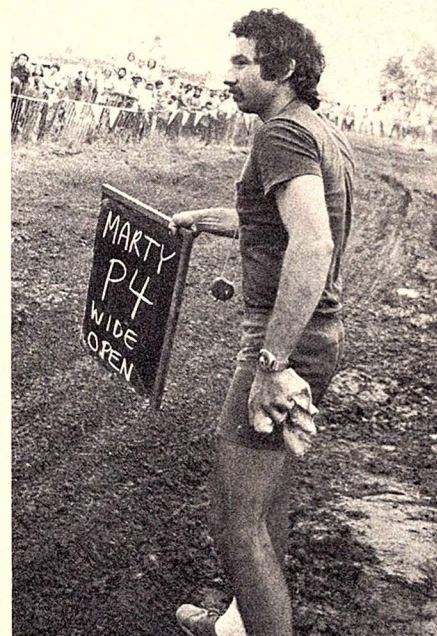
500cc
NATIONAL
CHAMPION



NEW ORLEANS



Brad Lackey, back from the GP wars in Europe, has a word with Semics' roommate Gaylon Mosier before the second moto. You can tell they're tense ... can't you?



Hannah's wrench, Bill Butchka, gives Bob the word on Marty in the second moto.



AMA official starter, Chandler, flashes the two-lap sign as DiStefano puts the move on Weinert for the lead.



Suzuki-mounted John Savitski finished a strong fourth in the 125 final and moved to ninth in the final overall standings for the year.



The Husky team of Eric Crippa and Kent Howerton and the Kawasaki effort of Rick Jones and Gary Semics try to be nonchalant before the final moto which will decide who will be the the new National 500 Champion.

the line, got off in fourth and seventh respectively. Mosier was cooking and leaving the field behind him as the sorting process was taking place. Rich Eierstedt was running second, being pushed by Steve Stackable, until his Suzuki lost front wheel traction in the soft stuff coming over a jump on the third lap. The expected charge of Semics and his "go-for-it" style just wasn't happening, and he seemed to be content playing it safe. It was only when Howerton caught him that he started to move, and then it was follow-the-leader with Kent doing the leading. Neither rider took any chances and their no-nonsense style of racing was uncharacteristic, but effective nonetheless. They were both going fast enough to be running in front of a classy field of Open riders — save for Gaylon, who was all by himself as they lapped the back markers.

Brad Lackey and Pierre Karsmakers were having their own personal tug-of-war as they were working their way through the crowd after mid-pack starts for each. By the time they pulled in back of the Howerton/Semics freight train the race was in its final stages. Now everyone was gaining on Gassin' Gaylon, and with four laps remaining he was reeled in by both the Husky and Kawasaki behind him.

It was time for Semics to make his move, but Howerton was anticipating it and they both took off like a championship depended on it... it did! Howerton had the door closed on every turn and kept it that way to the checkered — with Semics a scant yard behind. Mosier held on for third, with Lackey and Karsmakers rounding out the top five.

As the riders lined up for the final moto Gary and Kent were side by side on the start line again. Kent had extended his lead to nine points, making his magic number a fifth to tie and a fourth to take the title even if Gary were to win the moto. The Kawasaki people were less than hopeful and knew that the odds were slim for a victory — considering Howerton's consistency and Eric Crippa's virtual lack of failures on the bikes he prepares.

It was evident that Semics was going for it as the starter turned the one-minute sign sideways, because he had anticipated the gate and slammed into it a split second before it dropped. As he footed it back the gate dropped; Kent glanced at Gary as his Husky roosted by him. Howerton was fifth into the first turn and Semics was buried in the pack.

Tommy Croft had the holeshot and was running away just like Gaylon had done in the first moto, only this time Jim Weinert was in tow. By the third

go-round Weinert had the lead, but Croft wasn't fading. The two pulled away from the pack and were in their own separate race. Tony DiStefano had passed Kawasaki's Terry Clark as they both held down a fading third and fourth. By the eighth lap Gary Semics had caught Howerton and they pulled up to run behind DiStefano, shoving Clark back a notch.

With Weinert in front and coasting, AMA's Dave Despain, with his announcer hat on, focused the crowd's attention on the Semics/Howerton battle. Croft's bike broke at the halfway mark, moving DiStefano into second and closing on Weinert. Much to the delight of the crowd they now had two classic battles in progress.

The Semics/Howerton confrontation was the first to be decided, when after about eight laps of fender-to-fender racing Gary stuffed Kent Howerton into a berm. As one of the riders who was behind the pass and saw the thing go down said, "Gary had no choice. Kent was blocking him and we were catching them both."

On the lap prior to the pass, and on the same turn at the end of the back straightaway that Smith and Hannah had tangled on, Semics had about a wheel-length lead and the good line — only to have Howerton get into a ball-busting tank-slapper by trying to stay with him as his wheels were grabbed

Continued on page 69

125cc NATIONAL, NEW ORLEANS

1. LaPorte	2-1
2. Hannah	1-2
3. Wise	4-3
4. Savitski	6-4
5. Englund	9-5
6. Glover	5-11
7. Keyes	11-7
8. Jones	13-6
9. Duncan	10-9
10. Johnson	12-8

500cc NATIONAL, NEW ORLEANS

1. Semics	2-3
2. Howerton	1-4
3. DiStefano	8-2
4. Mosier	3-7
5. Burgett	10-5
6. Eierstedt	7-8
7. Sun	11-6
8. Ogden	9-10
9. Ayers	14-11
10. Karsmakers	5-21

FINAL NATIONAL CHAMPIONSHIP STANDINGS

	125cc	points
1. Hannah		347
2. Smith		260
3. LaPorte		259
4. Wise		243
5. Glover		222
6. Reid		154
7. R. Turner		144
8. Kessler		142
9. Savitski		141
10. Grossi		117

	500cc	points
1. Howerton		286
2. Semics		279
3. Stackable		211
4. Karsmakers		197
5. DiStefano		188
6. Eierstedt		162
7. Burgett		162
8. Croft		141
9. Mosier		125
10. Sun		119

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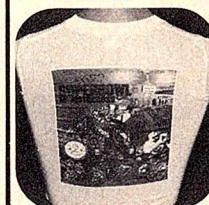
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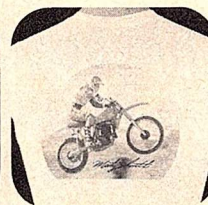
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technical

TWO-STROKE TUNING: PART 2



This second of a three-part series covers blueprinting of the engine and the what, where and why of degrees in the two-stroke cycle

By E. C. Birt

Last month E.C. talked about how a two-stroke engine functions and his experience in being a tuner, touching on the plus and minus side of each. This month he gets into the "mysterious"? blueprinting of an engine and also explains the power output of the two-stroke in the various degrees of the piston movement.

There are 360 degrees in a circle and in a two-stroke engine something is happening every degree of that circle. Normally, things which improve peak power, or top end, will steal something from the bottom end . . . better known as torque.

Now, if you go at it right, you can take that engine of yours and get an improvement in both departments. That's like having ice cream with cake under it.

Now at one time or another, I'm sure that you have heard the term or seen the word blueprinting used as the go-fast thing — that all engines need to go faster. Well, in a way that's right. It will make the engine perform better. The word blueprinting is just one of the 40-dollar words for saying stock, yes, *stock*. Now don't start jumping up and down yelling I've been taken, because someone down the line sold you on blueprinting and it cost you some money to get it built stock. If your engine was blueprinted and it was done right, then your engine did run better, you had more torque, and probably more on the top end.

So what's the real meaning of blueprinting? In short, it means to make the engine just like the manufacturing drawings say it should have

been made to start with. Hence, more horsepower can be had with blueprinting. For example, look down the intake passage of your engine. The designer of the engine didn't design that mismatch between the cylinder and the manifold. The lumps that you find in the transfers were not designed in there either. These mismatches, lumps and bumps all happened after they left the designer's drafting board. So break out your porting tools and grind all these lumps, mismatches and bumps out of your cylinder, but if it's a two-stroke engine, don't raise or lower any of the ports, just make it stock. This will make the engine run better at all rpm, give it better torque and consequently better power, but *not* more power than the blueprints provided for.

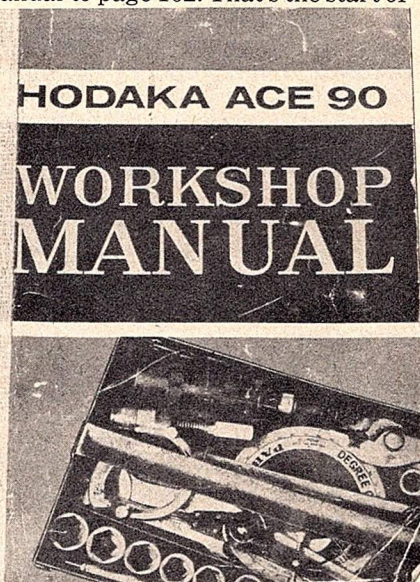
Now, the instant that you move one port up or down, or open the exhaust passage or the intake passage in your valver, you have just stepped into the world of big horses or small ponies depending on what you do. One thing is for sure, be ready for surprises.

Stage right, exit left. Now, what we are going to cover next is what I call how to lay an engine out and what you do with these numbers after you have them. Two years ago these numbers would be the guideline on what to grind out of the cylinder to get more horsepower. Today there is a knowledge that you should have as to which engines you'd better leave just as the factory designed them, and then the only alternative is a blueprint job.

Now, before we head out to the shop, let's play a little word game and learn what some of the signs and words that

we will be using mean.

Open your Hodaka Workshop Manual to page 162. That's the start of



the section for the Ace 100, which is the engine that we are going to work with. Turn to page 67A. Now, if you're going by the picture from my Ace 90 manual, the ignition timing and transfer timing are the same. There is a difference in the intake timing and the exhaust timing of the Ace 100 versus the Ace 90. Which is Ace 100 E.O. 82° 23' and the I.C. 65° 44'. As you can see the Ace 90 E.O. 79° 58' and the I.C. is 61° 10'. (Fig. 1)

Right now things should be as clear to you as six-month-old gearbox oil out of a valver.

First let's define the letters that are in the circle that's cut up like a piece of pie.

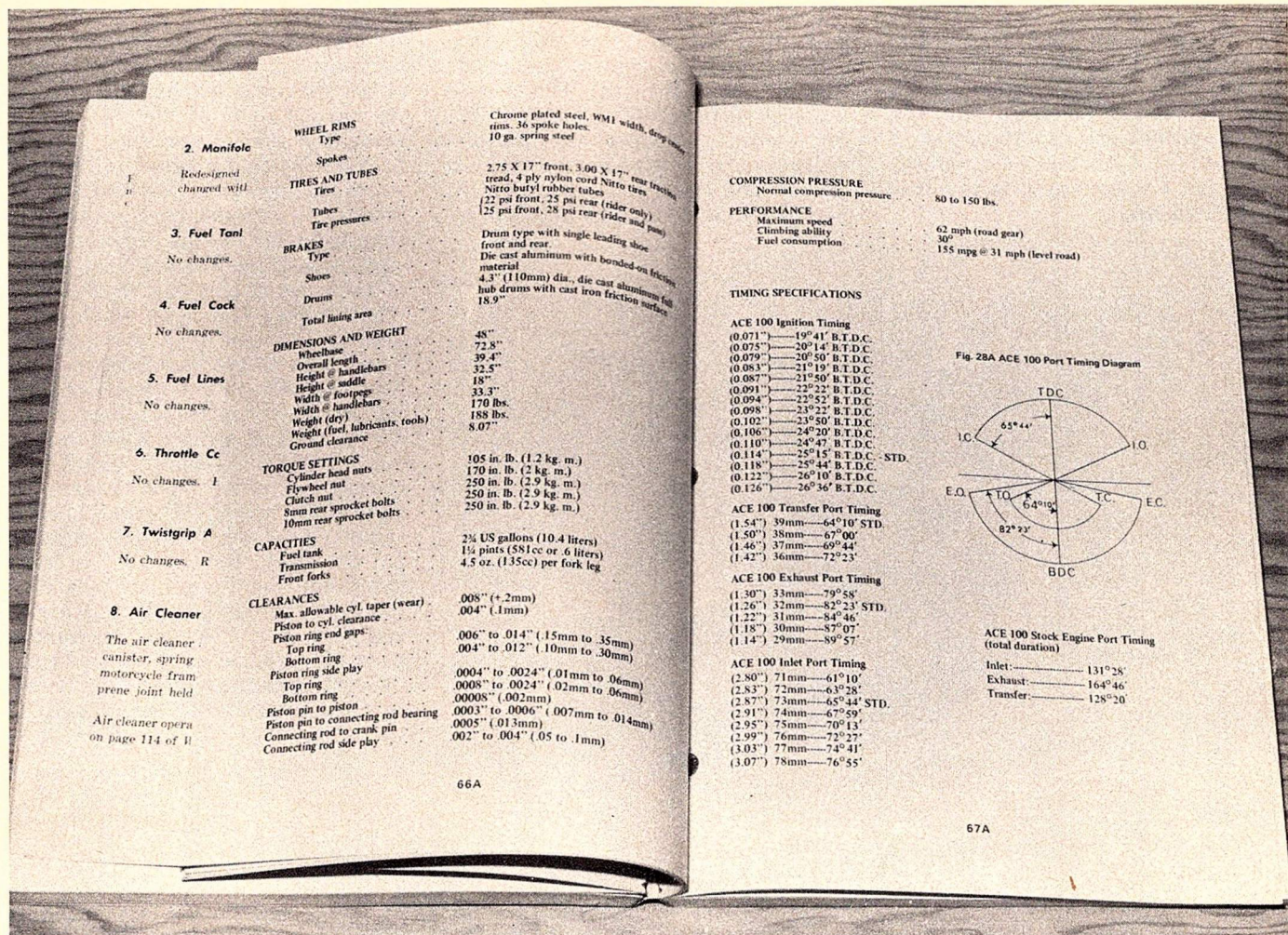


Figure 1

At the top of the circle we have TDC, which means top dead center. Going to the right we have IO, which is *intake opens*. Next, EC, *exhaust closes*. BDC, *bottom dead center*. Starting back up we have EO, *exhaust opens*, and IC, which is *intake closes*. In the middle of the circle we have TO and TC, which is *transfer opens* and *transfer closes*.

We know there are 360 degrees in a circle, and that's where the numbers come in. Honda goes one step more by breaking a degree down into a minute. Look at the exhaust port timing, which is 82 degrees and 23 minutes. Or, clearer yet, is that the 23 minutes is almost one-half of a degree. When you break a degree down into minutes you are on the picky side. Do you need to be that accurate? What can I say? Do you want to be first or second? It could make a difference.

In a two-stroke, when something happens on one side of the stroke the same thing happens on the other side. Look at the port timing diagram. The EO is 82° 23' and the EC is also 82° 23'. Now add these two sets of numbers together and we have a total of 164° 46' of exhaust duration. This is the time that the exhaust port stays open in one revolution of the crankshaft. Look

again at the diagram at the bottom and you can see that the inlet and transfer total duration is also noted for you. Both halves are added together to come up with the total duration of the port.

If you read between the lines you will see that the exhaust port is open for 164° 46'. What this porting diagram or any that I have ever seen doesn't show is the amount of time that the port is closed. This amount of duration is very important to know and understand, because this total will govern how much horsepower you will get and where you will get it. Take the 360 degrees which is our total, subtract the opening time of 164° 46' from the 360, and we come up with 195° 14' of duration that the exhaust port is closed. Now here is where the kicker comes in. Take 195° 14', and divide that by two and we come up with 97° 37' from TDC before the EO.

OK, gather up your tools and let's head out to the garage to lay out your engine.

First things first. Pull the mag cover off and remove the flywheel. Remove the head and set your dial indicator up and find TDC. If your indicator won't hook up with the head off, find TDC

first. (Fig. 2) Take your degree wheel and put it on the end of the crank. Take a piece of welding rod and sharpen the end of it to make a pointer. By using one of the case screw holes and a small bolt, fasten the pointer to the engine. Set the pointer so that it points dead over the 0 at TDC with the piston set dead on TDC. Now we are ready to go to work.

Continued

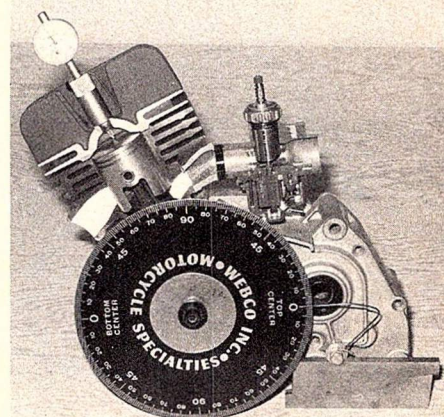


Figure 2

When I lay an engine out, I'm after three things, and they fall in this order: (1) length of time from TDC to the point of time the EO; (2) blow-down time from EO to the time the transfer ports open; (3) total duration of the inlet port. I just threw some words at you and will explain them to you as we get to them.

Let's start from the top and work our way down. Note the picture where the piston is just at the point of opening the exhaust port. (Fig. 3) The degree wheel is sitting at $97^{\circ} 37'$, almost 98° . Remember back when I said this total will govern how much horsepower you will get and where you will get it? OK, now let's look at this port in this light.

As the piston comes up on its power stroke, compression doesn't start building up until the exhaust port closes. As we can see from this cylinder we have $97^{\circ} 37'$ of the 360° of one revolution that compression is being built up. When it makes it to TDC and starts its way down, we have $97^{\circ} 37'$ before the exhaust port opens. This time from TDC to the time the EO is our *power stroke*. This one small length of time out of this one revolution is what makes the rear wheel turn around. The rest of the revolution is being used to get to this point. How does it govern your horsepower? You say you ground three millimeters out of your exhaust port and it went faster? Sure, it might have; but it didn't until you got it past 8000 rpm, because you had to have it wound that tight before you could get the same torque that it put out stock. But you did go faster because it would pull more revs. So if you want your engine to be easy to ride and have a lot of torque you want to have the exhaust port closed longer than you would on a racer. Now here is that new word you saw a while ago and what it means: *blow-down*. Blow-down

Continued on page 70

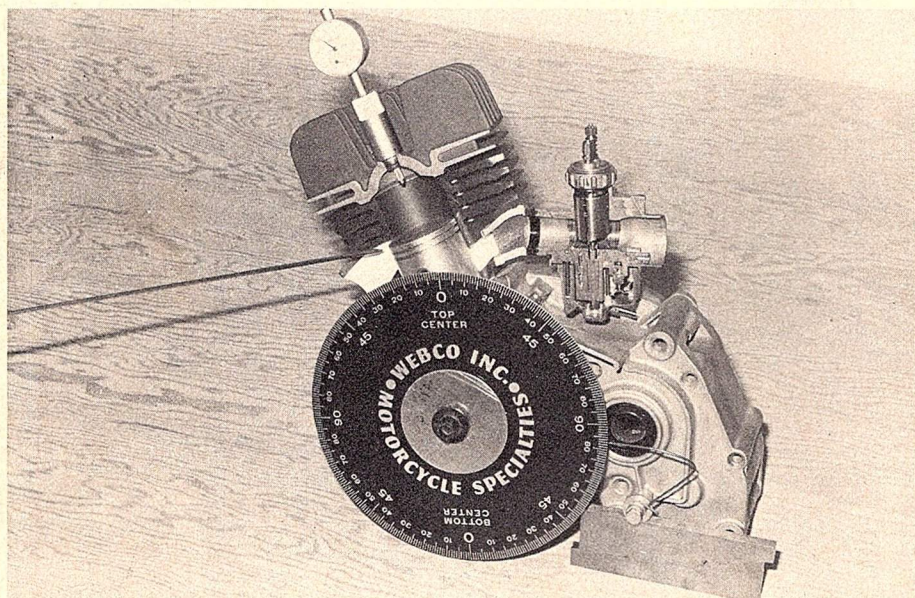


Figure 3

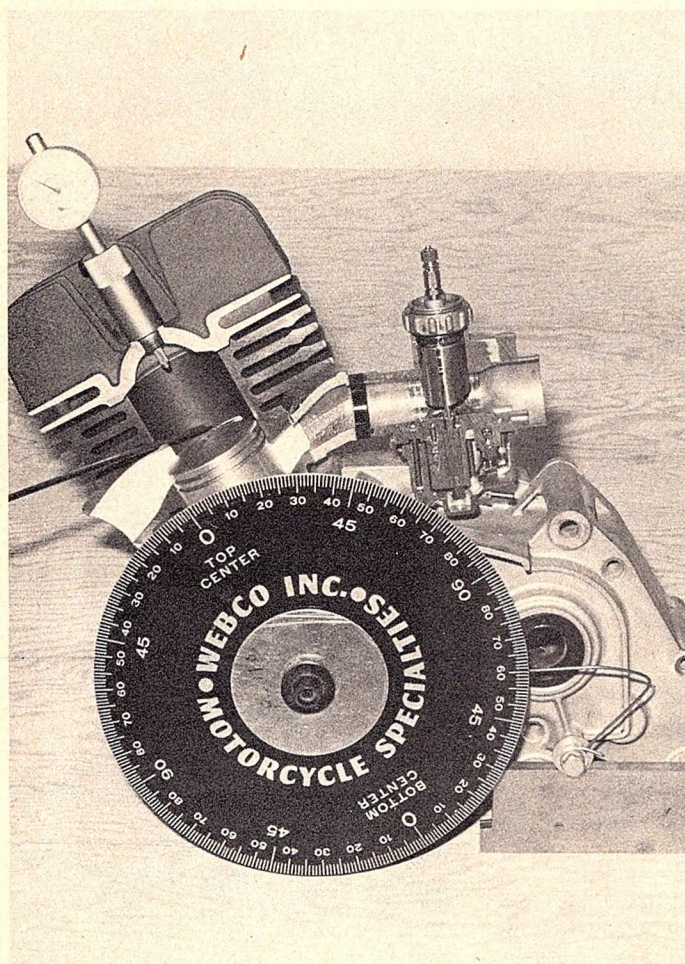


Figure 4

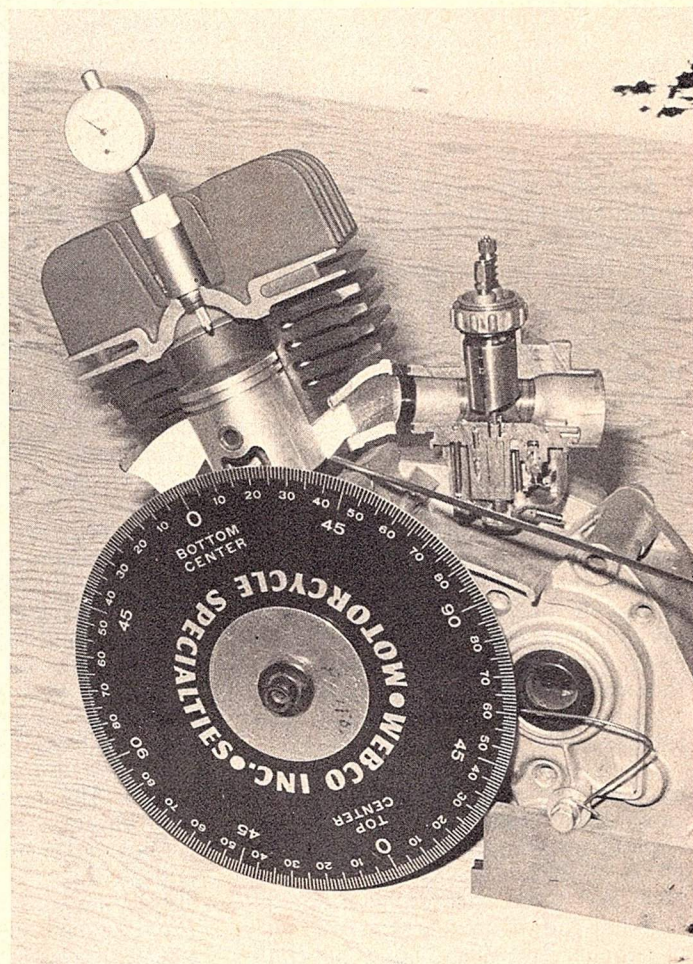
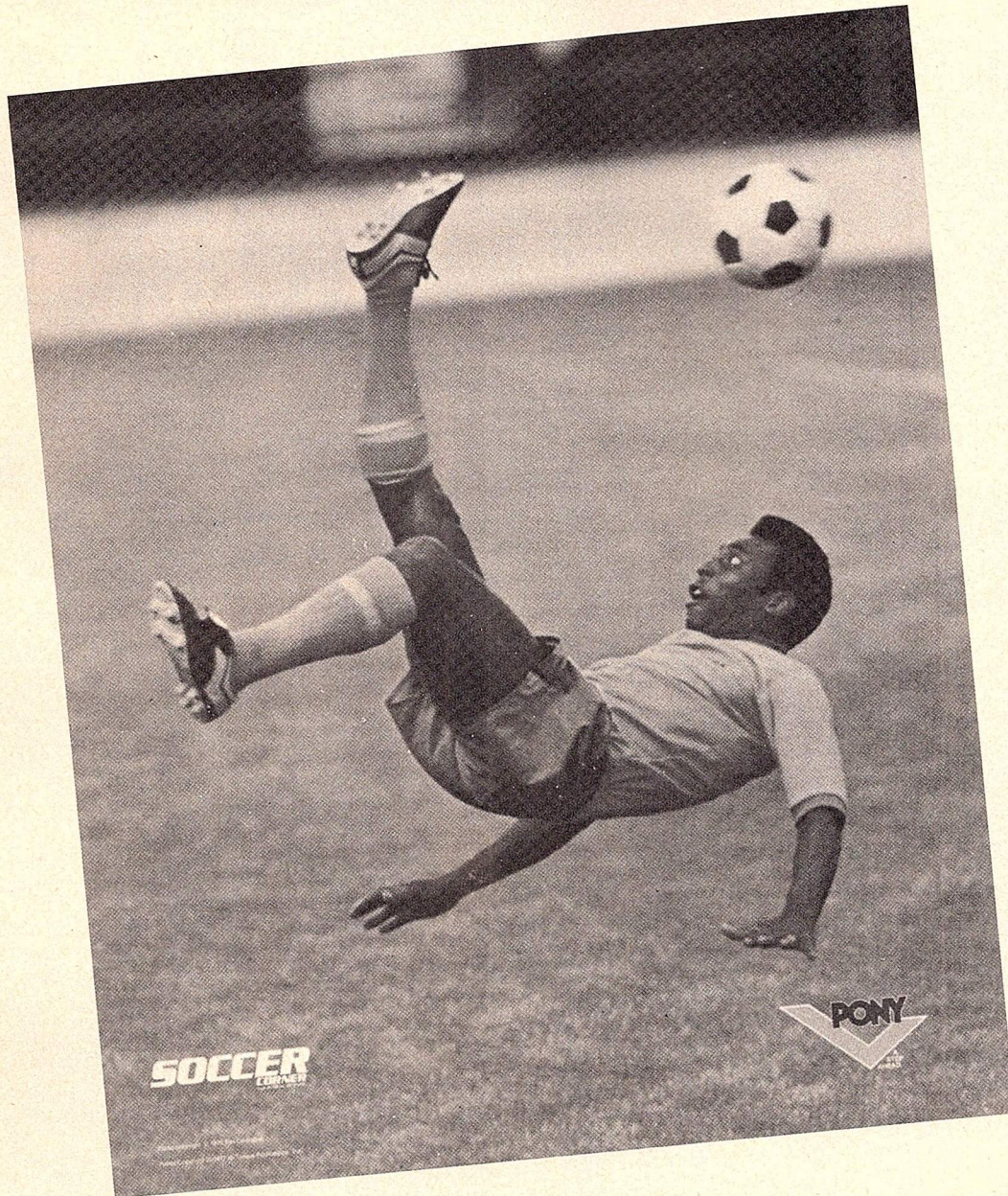


Figure 5

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The only non-stock item on the immaculate Myerscough YZ80C race bike seems to be the gas tank. Santa can have one under your tree for a pittance delivery fee of \$1297. No age limit!

*It's fast, expensive, tricky, scary
and above all an attention-getter.*

MYERSCOUGH MACHINES YZ80C

It's not every day we get comments from the car that pulls up next to us at the signal about the bike we've got in the back of our mini-truck, or the gas station attendant overflows the tank because he's giving more attention to our bike than our gas tank, but Myerscough's YZ80C mini-racer is an exceptionally fine looking machine.

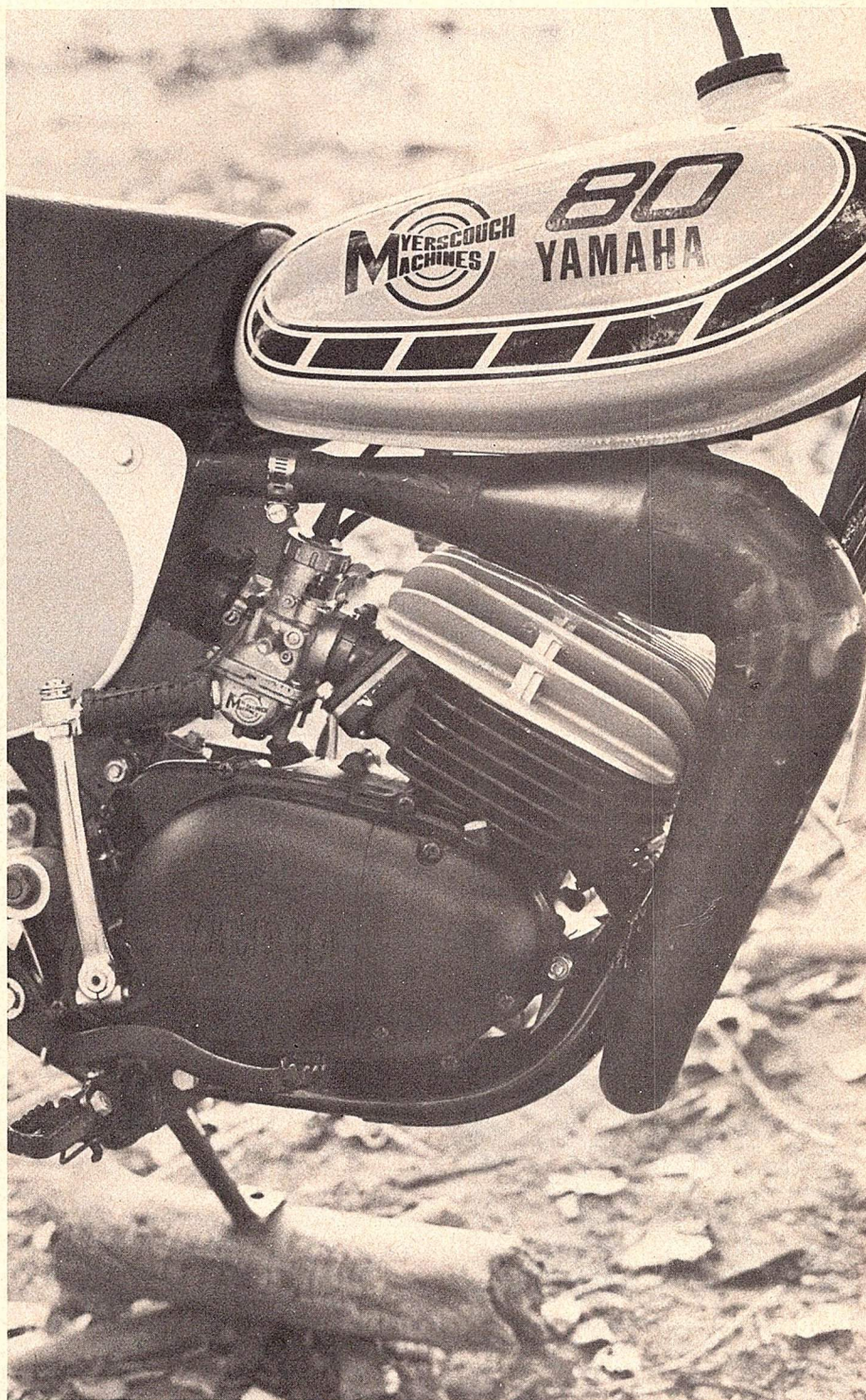
Usually when we have a small-bore scooter with us going to the races or out testing it's our pit bike, and it's more often than not nestled in between a couple of full-blown motocrossers. It usually doesn't get as much attention in comparison to the larger machines, and is more utility than anything else. After all, that's why we carry one with us. Why walk when you can ride, right? Wrong! ... It was easier to walk than to get through the small crowd

impression

that this little beauty was constantly surrounded by. What was worse was its not being there when we wanted to use it. At a couple of events we went to we had guys lining up to try it out and never did get to use it ourselves.

It's embarrassing how fast it is! We're not into testing bikes under 125cc mainly because our hands are full with the regular classes; besides, we're not about to tell some 80-pound rocket who can blow our doors off what's wrong with his bike. We had the Myerscough bike in our truck because of one of those PR guys who wouldn't take no for an answer about testing a small-bore racer and found our need for a pit bike as the way to get to us. He didn't tell us we'd have to fight off every kid in the neighborhood, or for that matter in the pits, who wanted to ride it.

Back in April of this year at an event billed as the World Championship Mini Grand Prix a lad by the name of Brian Myerscough won the "Race of Champions," which entailed beating the best of the mini-cycle greats. This is



The engine kit consists of tuned high-pipe, radial finned head of 6061 aluminum, banadized piston kit (alloy process used on Apollo space project), 26mm carb, manifold for same, heavy-duty clutch springs, race

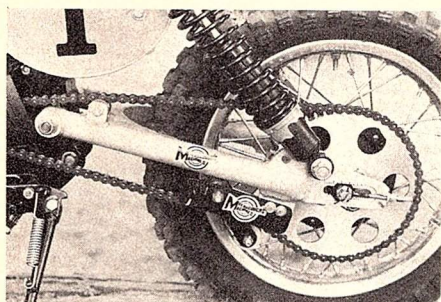
porting of cylinder, quick throttle and Teflon-coated cable, and last but not least, a Myerscough jersey and shirt with a can of Blendzall and all gaskets and hardware for installation.

YZ80C

Continued



The front suspension kit consists of air fork caps machined from 6061 aluminum and gold anodized, high-impact alloy top crown to eliminate fork flex, heat-treated solid stock 6061 alloy handlebars, 17- or 16-inch WM1 heat-treated rims with nine-gauge stainless spokes and nipples, 2.75x17 Cheng Shin tire and high-impact foam fork protectors.



Myerscough's swingarm kit is made from lightweight aircraft aluminum 2½ pounds lighter than the stock arm. It's heliarced and heat-treated for strength. The wheelbase is increased by 1½ inches with a two-position shock mount for mid or laydown suspension. The chain tensioner is made of alloy plate stock with a ball bearing polyethylene roller. There are special bushings and the pivot bolt is chrome moly. Check out the guide for the chain behind the pivot. A nice touch!



The lay down shock kit uses brackets which are jig welded into the rear frame downtube section. Do-it-yourself information comes with the kit plus all the necessary parts. S&W's Freon cell 13.5-inch shocks with 70-pound springs are used to give a big-bike feel to the handling. The rear wheel was laced to WM2 rims using stainless nine-gauge spokes, and a Cheng Shin 3.50x14 knobby was added for traction.



not to be confused with the annual Richmond Ramblers mini grand prix, consisting of berserko "adult" mini-racers, just prior to the San Francisco Trans-AMA. Brian has some obvious racing talent, but you can't help but notice how many other Myerscough-equipped YZ80 machines are breathing down his neck at these events. Also, we have to admire the speed these youngsters can reach on a bike with such small wheels. It's probably safe to say that if we were a little closer to the ground while riding a mini-racer as fast as this one can go we'd feel less anxious at speed. Jaak van Velthoven must get absolutely paranoid on a 125!

The most often heard comment after some of our racer friends returned from a spin around the pits was, "I think this thing can beat my race bike." Since we never had the opportunity to put it head to head against some of the other trash barrel tournament contestants, we don't know its potential in one of these most prestigious events, but it's probably safe to say that if you can hold on to it

you're going to be in front.

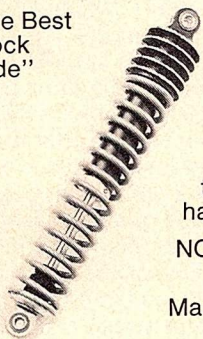
It seems that the only item left unchanged on the YZ80C by the Myerscough Machine people is the gas tank. Just about everything else is modified to some degree. It's as trick as any factory racer, with the difference being that you can have a duplicate for a price. They'll sell you a complete race bike equipped like this one for \$1297, or they've set up kits to modify the YZ80 you already own. The complete engine package goes for slightly less than \$300. The front end components go for about \$150 including a Cheng Shin tire, while the rear swingarm kit is about \$120. The laydown shock kit with S&W Freon long-travel shocks and new sprockets runs about \$132. The only thing left is the fenders and side panels, which are also available at a price. The total package is a virtual remake of the complete motorcycle. Every component seems to be of the highest quality, but like most things of this nature it doesn't come cheap. It is, if you say nothing else about it, very TRICK!

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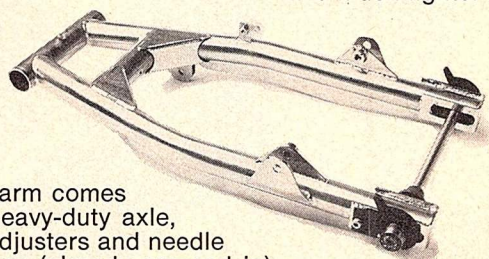
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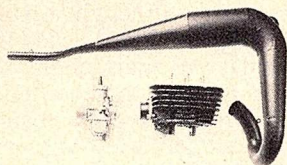
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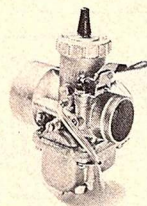
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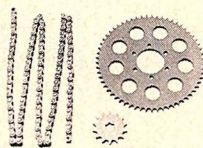
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MAINJET

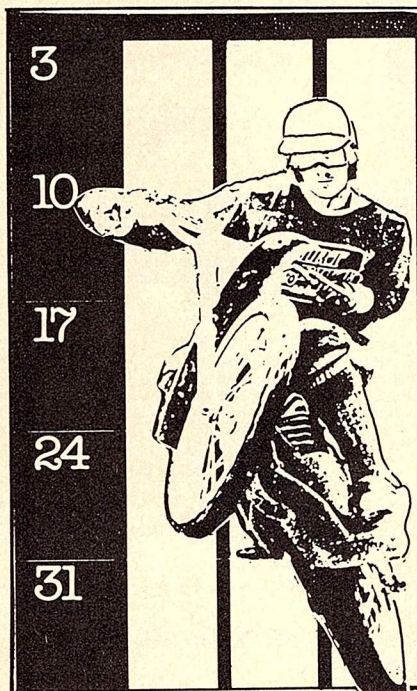
Continued from page 7

promoters, manufacturers, etc.), was that the rule be left *as is*. No mention was made of an increase in the claiming fee, and as it now stands the rule is in effect for the forthcoming '77 season.

Is it a good rule or not? National Motocross Referee Mike DiPrete feels it is, but thinks that the claiming price isn't realistic by present-day standards. "The engine-only claim as in dirt track AMA racing isn't applicable in motocross because of the special chassis designs built around each particular motocross engine. I feel that the bike should be kept intact as the rule now states but that the claim price be upped to a realistic \$4000-\$5000. You can go either way on this thing. The manufacturers need a place to do their testing and I think that a good National is a good place to test it, because that's where it's going to get all the abuse." Elaborating further, Mike also felt that, on the other hand, the factories should try to keep their bikes as close as possible to what they are producing so that the people can buy what they are seeing.

When I asked DiPrete why he thinks that after six years of racing with this rule no one has used it until now, he didn't have an answer, although he had some ideas. Prying further, I asked if he had discussed it with many or any of the riders, and he said that he had. "Most of the kids could care less about the whole thing and just want to race. They know that they aren't getting beaten by a particular machine as much as they are by the rider... guys like Smith, Hannah and so on. It seems that some of the parents are getting involved in the kids' racing and it's a carryover from the amateur scene. *This* is what I was trying to get out of Mike, and he reluctantly agreed with what I feel is the cause of the problem. I know that there are several bikes running in the 125 class in National competition that have an edge on some of the factory team machines. It's possible to make a 125 go as fast as any factory racer with a whole lot less money than claiming a factory racer entails. Are we getting into a Little League father/son situation with the father living his own fantasies through his son, or is it a genuine feeling that his son has the same expertise as a Marty Smith or Bob Hannah and is being stifled because of a lack of competent machinery?

At the Delta, Ohio, 125 National, several weeks after the first claiming attempt by Mickey Boone, the factory teams again had their factory specials on the start line. After the event, which Smith won, his bike, a new Type 2



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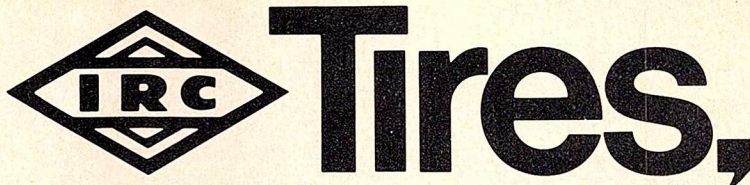
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RC125, had a claim filed against it by a privateer. Promptly, eight counter-claims were filed by three Japanese factory teams of Yamaha, Honda and Suzuki. As it turned out the back-up wasn't needed. The privateer drew first, a high number. Smith drew next in the low-number-wins system and won his bike back with a draw of number 8. Honda was safe ... this time!

Two weeks later at the San Antonio 125 National Hannah's water-cooled 125 was entered, but Marty's Type 2 RC125 wasn't. In its place was his old bike, since Honda felt it unwise to risk losing their new prototype to a possible claim. The privateer 125 rider, Bill Barlow, who had put in the claim at Ohio, was entered in this event also, and his father stated, to Mike DiPrete and *Cycle News* reporter Jody Weisel, when questioned about the reason, "I claimed it once before and I'll do it again even if I have to put it in a showcase because I can't get parts. My kid needs the opportunity that every other kid has and he should have a bike as good as those guys. I'll get him one no matter what I have to do." As it turned out Hannah won both motos on his factory racer, with Smith taking two seconds on his back-up bike, and the resulting 30-minute wait after the end of the race was uneventful, with no attempt being made to claim a machine.

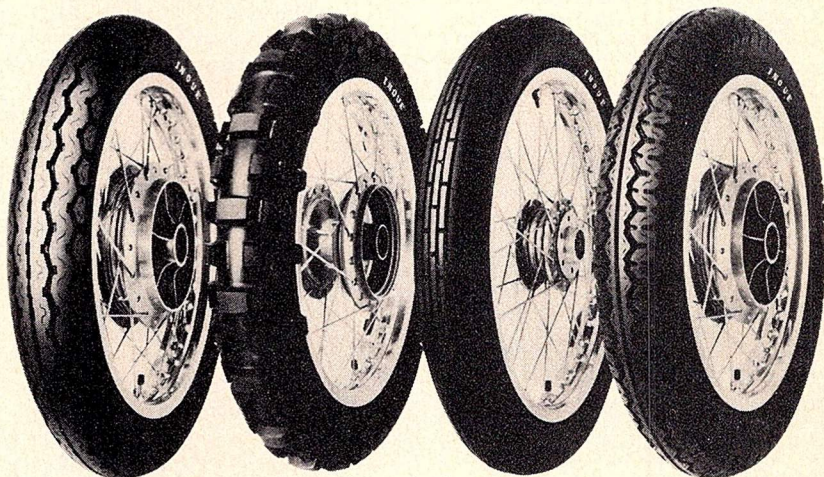
My feelings on the whole thing? I think that Mike DiPrete is right, and that the price should be raised to a realistic figure and the rule left the way it is! I also think the fathers should let their sons fight their own wars and be left to race in peace with added moral support given to help them achieve their best efforts. Mickey Boone is and has shown he can run with the front-runners in his class, but has also been beaten when he was on equal machinery with the top riders around him. Bill Barlow, on the other hand, has a tough time making it past some of the qualifiers, and would possibly have been humiliated later trying to win on a claimed bike that was a proven winner in the hands of a superior racer.

What makes a winner? I'd like to think that the reason I lose a race is because my bike wasn't as fast as the winners, but deep down I'm only kidding myself. It's hard to admit this to yourself, and you really don't have to rationalize a loss as long as you feel good about the effort put forth. There is no shame in getting beat. The odds are with you, losing, since there can be only one winner. He's the lonely one. He *has* to win! Is it the bike or the rider? Can a bad rider win with a good bike or a good rider win with a bad bike? Think about it!



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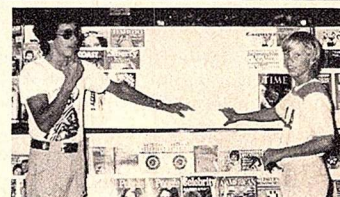
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WINGNUT

Continued from page 16

you've immediately done a quick service, then run the bike to disperse any water in the chain, wheel bearings, steering head races, etc. Then finish servicing your chain, bushings or whatever. By the way, K&N does make an air filter for your Suzuki: part #SU-35.

WINTER JERSEYS

I was looking through the July issue of MOTOCROSS ACTION when I came upon the Husky 360 test. I noticed the trick looking jersey you were wearing. It looks like it's warm, which would be ideal for Wisconsin weather, and I'm wondering where I could get one and at what cost. Keep up the good work and thanks for any information.

Brad Smith
Salem Springs, Wisconsin

The jersey we were sponsored to in the Husky 360 test was made by Bill Walters Custom Leathers. They are extremely strong and fit like a custom shirt. A jersey that may be a bit warmer is the "W.F.O." jersey made by JT. It's one of my favorites and fits well. About the best winter jerseys made are those from Hallman. It's a dense silk and has some water repellent features. Write them for information.

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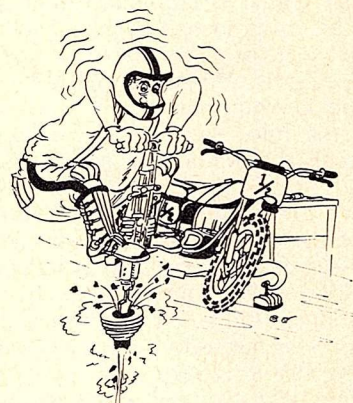
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I recently bought a 1976 Suzuki and love it. The only trouble is that after about three or four hours, one of my rear shocks blows. So, I contacted my dealer, who in turn contacted the sales rep, Chuck Rimes. He said there was nothing that could be done because all RMs are sold as is, as is, as is. I think that's stupid. If Suzuki can't produce a machine that will perform for more than five hours, they'd better find out who's messing up.

My question is, don't you think they should at least have sent the shock back to the factory and made a decision after they examined it. The price of the shock doesn't bother me in the least. It's the way they totally ignored the fact that the bike was barely broken in.

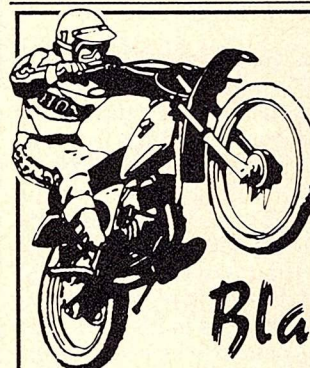
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Circle 17 on page 72

Circle 18 on page 72

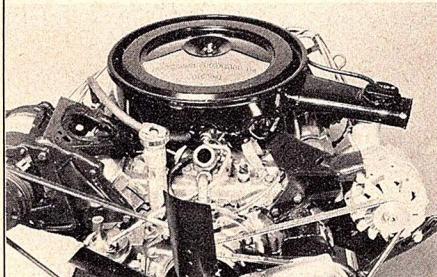
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Should I send them a letter or forget
it?

Scott Payden
Solon, Ohio

*Forget it, buddy. Just be glad it
wasn't your crank that blew. Suzuki
specifically states and advertises that
all RMs are sold AS IS with no
warranty. It's not their fault you
purchased a new bike with a bad shock;
besides, they don't even make the shock.
Kayaba does. You must keep in mind
that you own a racing machine that
requires servicing after each moto and
some major parts replaced every other
week. Your bike is definitely broken in,
and probably needs new parts now,
besides shocks.*

BARUFFALDI

Could you help me with my prob-
lem? I just purchased a pair of
Baruffaldi World Champion goggles
and was wondering if any company
makes polarized lenses for my goggles.

P.S. Your Grand Prix coverage in
the August issue was great.

Bennie Brown
Las Vegas, Nevada

*The importer and distributor for the
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are different models of Baruffaldis and
I'm sure this company will shape your
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MIXTURES

In your February 1976 issue, on
page 42, you tested the 370 RM. You
said you used a 40:1 mixing ratio. Then
in Wrench Wracing, page 12, Ardimos
Mierstedt says to use a 20:1 mixing
ratio. I'm working on a ranch in Idaho
for the summer to make enough money
to buy a 370. Which ratio should I use?
40:1 or 20:1?

P.S. Which bike do you guys like
best, the Yamaha YZ400 or the Suzuki
370 RM? I might get either one. I'll
mostly be doing desert riding.

Thom. Engelhardt
Jerome, Idaho

*Oil mixing ratios all depend on what
brand oil you use. I've tried just about
every oil made and will list the mixing
ratios I've had success with. Oils to be
mixed at 16:1: Super Red, Standard
two-stroke and Analube. 20 to 1 ratios:
Yamalube, Valvoline and Castrol two-
stroke. 24 to 1 ratios: Torco two-stroke.
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Point and Bardahl. 40 to 1 ratios:
Torco Racing, Castrol "R," Yamalube
"R," Blenzoil, NPG and Klotz. 50 or 60
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MAIL ENTRIES

Continued from page 9

goes on at my house. My dad goes along with whatever my mom says and she says I can't have a motorcycle because I'll get hit by a car. I told her I want an RM125 but she says motorcycle people don't even go to church.

Tom Ernst
Medford, Oregon

(What would she say if you got hit by a car on your way to church? —ed.)

MORE BIONICS

Dear MXA:

I really enjoyed your centerfold of the world's first bionic motocrosser, Marty Smith. My good friend Rocket Ricky suggested that there should be a bionic pit tootsie and of course I agree 100%. I am not asking for pornography, but could you give it to us anyway?

Kevin Tolar
Milton, Florida

Pass on the pit tootsie. MXA's first bionic woman motocrosser is in the works. Keep your eyes on the centerfold.

GOVERNMENT OPPRESSION

Dear MXA:

I am writing in concern about the Executive Order that former President Nixon made about ORV riding on National Forest land. Here in Pennsylvania the Order would restrict woods riding to about 25 miles of trails, which isn't much. I would like to know how to make a strong impact on this situation. Can you give me any ideas?

Kim Fitzgerald
Clarendon, Pennsylvania

(In the sixties we used bombs and student riots. — ed.)

HONDA GP SUSPENSION

Dear MXA:

Thank you for your story about GP suspension for the CR125. It really helped my bike.

Scott Sulli
Montvale, New Jersey

CROSSWORDS FOR CROSS

Dear MXA:

I think it's about time one of you bozos got out of the sack and made a motocross crossword puzzle.

Jeff Petrillo
West Bloomfield, Michigan

(Okay. What's a four letter word that begins with "J" and means bimble-brain? — ed.)



MOTOCROSS/DECEMBER 1976

Circle 20 on page 72

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Continued from page 40

as he gunned his powerful KTM smoothly around the deep, sandy circuit that was sucking up machines and spitting off riders. One of the first to go was Torleif Hansen. He was removing a tear-off from his goggles when the wheel hit a rut turning it to the stops. Torleif parted company with the Kawasaki exiting over the handlebars. Pomeroy was in serious trouble when he got to a high-speed corner and found his throttle stuck open. Jim made it part-way through the turn ahead of Rond but then lost control and smashed through a fence into the infield area. He fiddled with the cable and tried to get it right, but even with mechanic Arnie Beamon's help he was too far back to make it worth reentering the race.

A large gap now separated the first three, with Moiseev still pouring it on, Heikki riding cautiously in second and Uno Palm a strong third. Outchinikov was holding down an easy fourth, but a terrific scrap was going on for fifth with Hakan Carlquist (on a Kawasaki bought from Torleif Hansen after giving up on Ossa's lack of support) and Gerard Rond, the young Dutch rider on the monoshock Yamaha.

More riders dropped out! Dieffenbach's Maico siezed and Fons Nijhof bailed off in a high-speed crash which smashed his right knee. His Suzuki lay on the track with its throttle stuck wide open, and when Fons couldn't get back to it, because of his injury, the engine finally destroyed itself. Kavinov was also added to the DNF list.

At the finish Moiseev had stretched his lead to 23 seconds over Mikkola, who took the second-place finish that he needed to clinch the title. Heikki's pace wasn't that slow; he finished 27 seconds ahead of Palm, who was racing on his home track. Carlquist edged out Rond for fifth, 11 seconds

See next page

Husqvarna Specialists



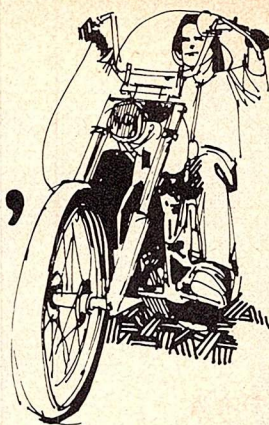
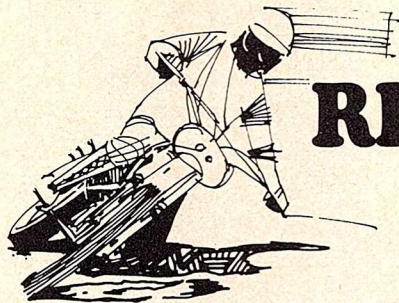
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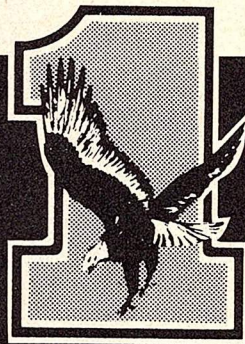
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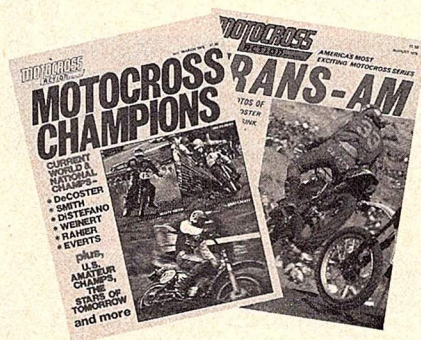
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behind Outchinikov, with Everts finishing a disappointing eighth and Hakan Andersson in tenth but in so much pain that he would not start the second race.

Heikki was the new 250 World Champion with one final moto to go. The riders lined up in almost the same order, and when the gate dropped Moiseev's KTM again had the holeshot at the first corner, while Heikki almost lost it at the start when he got his Husqvarna too high and pitched it to the right, almost hitting Rond's Yamaha.

It was Moiseev's day and his lead was unchallenged during the rest of the 45-minute plus two lap moto, even though Torleif Hansen put on a hard charge that put him in second place a scant eight seconds behind the Russian.

Mikkola was taken out of the race the hard way when two riders, one of them Daniel Pean, squeezed him off the track and he crashed on his back. He jumped up unhurt but elected to call it a day.

Pomeroy overshot a turn and crashed hard enough to put him out for the rest of the moto. He landed on his just-healed left shoulder and the pain wouldn't let him continue. Jim's worry of Everts passing him in the Championship standings ended when Harry retired with gearbox problems. The Puch's shifting shaft had come unglued inside and he couldn't change gears.

Gerard Rond lost any chance of scoring points in the second moto when his Yamaha seized. Dieffenbach finished out of the points in 11th after crashing and breaking his front brake lever. Daniel Pean later retired after the scuffle with Mikkola when his Maico seized the engine. Only 14 riders finished the moto.

It had come down to the last race in Sweden with each rider doing what he had to do in order to win the world title. Moiseev won both races as he had to do, but Mikkola took the second place he needed, and it ended with one point between the two contenders, 163 to 162, for the year.

Heikki gave Husqvarna its 12th world title and naturally everybody from the factory was there to cheer him on and congratulate him. The town of Huskvarna is located only 45 minutes from Ulricehamn and the end of the season GP party at the Hotel Rosen, set up by Husqvarna, was enjoyed by all the riders, wives, mechanics and friends who attended.

The following morning Heikki and his wife Kaija headed back for Finland so they could be with their two children. It must have been a good feeling driving home as the 250 World Champion.



Continued from page 41

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Further information can be obtained by writing to Kanemoto Racing, 100 Cristich Lane, Campbell, California 95008. (408) 377-1330.

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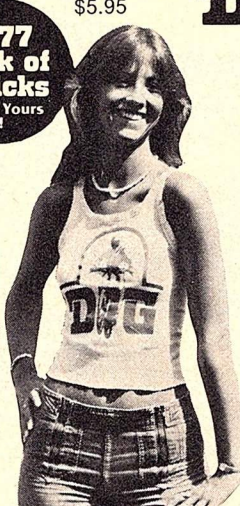


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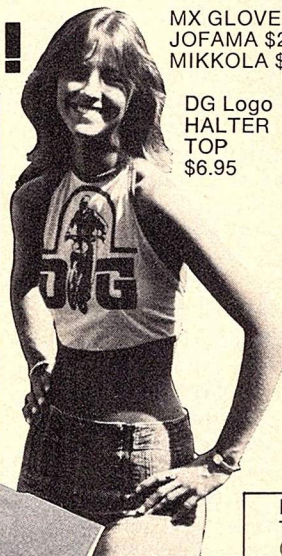
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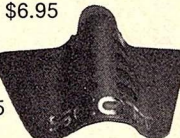
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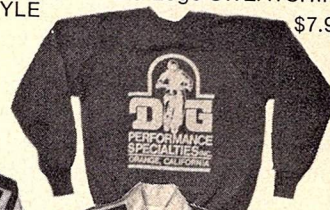
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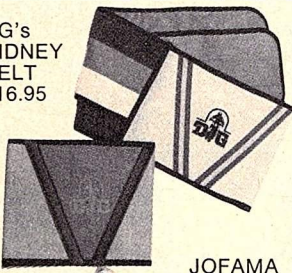


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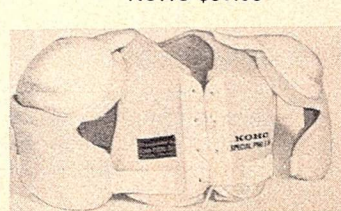
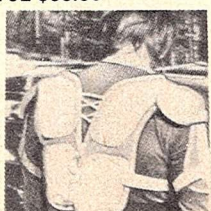
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CR-125 Factory Pipe (Max H.P.)	\$48.95
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NEW ORLEANS

Continued from page 51

by the dried-up erosion ruts. Semics had to shut off as Howerton barely saved it when he hit the turn out of control and in Semics' line. The Husky pits were trying to let Kent know that he should let Gary go because of the point spread, and play it safe, but the heat of the battle had him going for it. Terry Knott, Husky's team manager, looked like he was about to have a heart attack. Rick Burgett was the only rider to pass Kent after Gary got by, so he was still mathematically safe for the Championship.

The crowd's attention now turned to the Weinert/DiStefano tussle. Tony had moved to within a few feet of Jim and was looking for an opening. It came when the two-lap sign was flashed as they exited the hairpin leading into the start/finish straight. Weinert came out a shade wide and DiStefano went underneath him. He had the drive out of the corner and made the pass in front of the pits and officials. All eyes were on these two, and some for different reasons. The officials were aware of a possible situation and were making sure that whoever beat who was going to do it without controversy. As Steve Stackable said after breaking down and then climbing into the scoring tower for a better view of the whole situation, "It's a good thing neither of them has anything hanging on the outcome, or look out." All eyes were focused on the start/finish turn again as the last lap sign was ready for the leader. Tony came around first with Jim a scant yard behind him. Two turns later and heading down a 200-foot straightaway with another hairpin at the end, Weinert pulled along the inside of DiStefano and held it to the turn, neither of them shutting off. Tony had to at the last split second and Jim slapped the berm and was by . . . it was clean. He held it to the checkered and as he crossed the line he turned to look at Tony, following, who smiled and gave him the thumbs-up sign.

Semics brought his Kawasaki in shortly after and everyone was now looking for Howerton. It seemed like several minutes passed before he came into view, but his finish was good for a fourth and enough points to take his first National title. It was also Husky's first in quite some time. Ironically, Gary Semics took the overall for the day even though he lost one more point to Howerton in the final National standings. The point system for scoring the race is different than the National point system. One or the other should probably be changed for more consistency.

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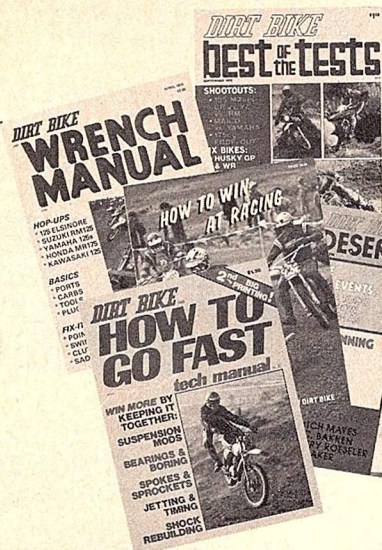
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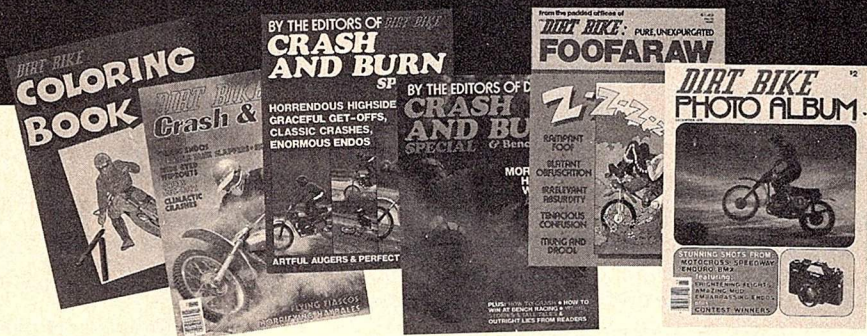
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is the length of time that it takes from the time the exhaust port opens until the time that the transfer port opens. (Fig. 4) The quicker you open the transfer port the more torque you will get, because you will have more fill time. You will hurt top end horsepower if you open these ports too soon because you will get exhaust pressure blown down into them at high rpm. We see we have 18° 13' of blow-down time or the length of time from the point of exhaust opening to the time the transfer port opens. As we finish the turn of the crank, we note the time that the piston opens the intake port and this timing is 119° 30' from BDC. (Fig. 5)

As you turn your engine through each port, take your reading just as the port opens. In your notebook, take readings every five degrees and note it down in degrees and measurements from the top of the cylinder.

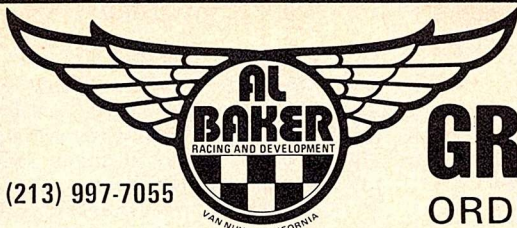
Now you have a notebook full of numbers and you are ready to do your thing. Remember: The factory that built your bike knew what they were doing and just may be a lot smarter than you give them credit for. So walk easy and keep a record of what you do. Also remember that if you are in doubt as to what you want and don't want to wind up with something that you can't ride under 10,000 rpm, only grind out one degree at a time. You can always take out more, but you can't put it back.

When you get ready to mark out your cylinder for the porting you want to do, spray the inside of the cylinder with Dykem, then set the measurement that you want on your depth gauge. Next, take the gauge and set it solid on the top of the cylinder, and with your scribe mark the line that you want to grind to.

What's the combination of numbers for your cylinder? Good question! There are no set numbers that I can give you that will fit every rider. Each rider and bike is different. If I said grind your exhaust to 85° with 30' blow-down time and a total of 160° of intake timing, and you did that to your Hodaka, you couldn't use it for anything less than short-track or half-mile. But this same sort of numbers is what you might find in your Honda, and in it, it will work just fine. Each engine is different!!!!

Next month E.C. will conclude the three-part series on two-stroke tuning with instructions on the how and why of changing the various ports and the power responses which result from these changes.

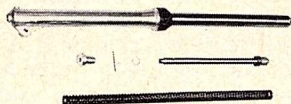




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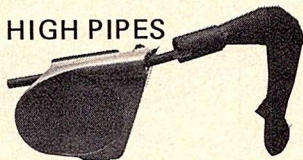
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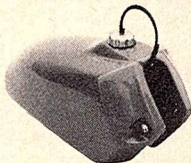
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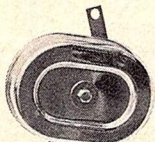
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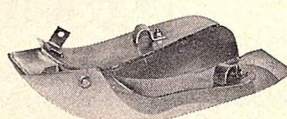
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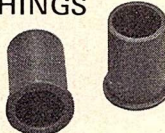
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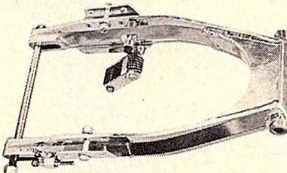
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CR-6 Suzuki RM100, 125	
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CR-7A Honda CR125 using 520 chain kit	
CR-8 Honda CR250	
CR-9 Honda XR75	
CR-10 Husky 250, 400, 5&6 speed	
CR-11 Husky GP125, 175, 250, 360	
CR-12 Maico 250, 360, 400, 501	
CR-13 Bultaco Pursang	
CR-14 KTM 250, 400	
CR-15 CZ	
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- a) Under 16
- b) 16-20
- c) 21-25
- d) 26-30
- e) 31-40
- f) 41 and over

2. ANNUAL INCOME

- a) Under \$10,000
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3. DO YOU OWN A MOTORCYCLE?

- a) Yes
- b) No

4. IF YES, HOW MANY? _____

5. WHAT MAKES DO YOU OWN?

- a) Honda
- b) Yamaha
- c) Suzuki
- d) Kawasaki
- e) Bultaco
- f) Montesa
- g) Ossa
- h) Maico
- i) Triumph
- j) Can-Am
- k) Harley-Davidson
- l) Rokon
- m) Hodaka
- n) Penton/KTM
- p) Husqvarna
- q) other

6. WHAT TYPE OF BIKES DO YOU OWN?

- a) trail/enduro
- b) motocross
- c) street/trail
- d) trials
- e) flat-track
- f) speedway

7. DO YOU COMPETE IN ORGANIZED COMPETITION? IF SO, WHICH TYPE?

- a) motocross
- b) enduros
- c) trials
- d) flat-track
- e) speedway

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?

- a) yes
- b) no

9. IF "YES", WHAT MAKE DO YOU PLAN TO BUY?

10. HOW MUCH MONEY DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE THIS YEAR?

- a) \$0-\$25
- b) \$25-\$50
- c) \$50-\$100
- d) \$100-\$200
- e) \$200-\$400
- f) \$400 and over

11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?

- a) competition
- b) technical
- c) new bike tests
- d) personality features
- e) product evaluations
- f) other
 - 1st _____
 - 2nd _____
 - 3rd _____
 - 4th _____
 - 5th _____

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?

- a) Dirt Bike
- b) Motocross Action (insert letter)
- c) Cycle 1st _____
- d) Cycle World 2nd _____
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- f) Popular Cycling 4th _____
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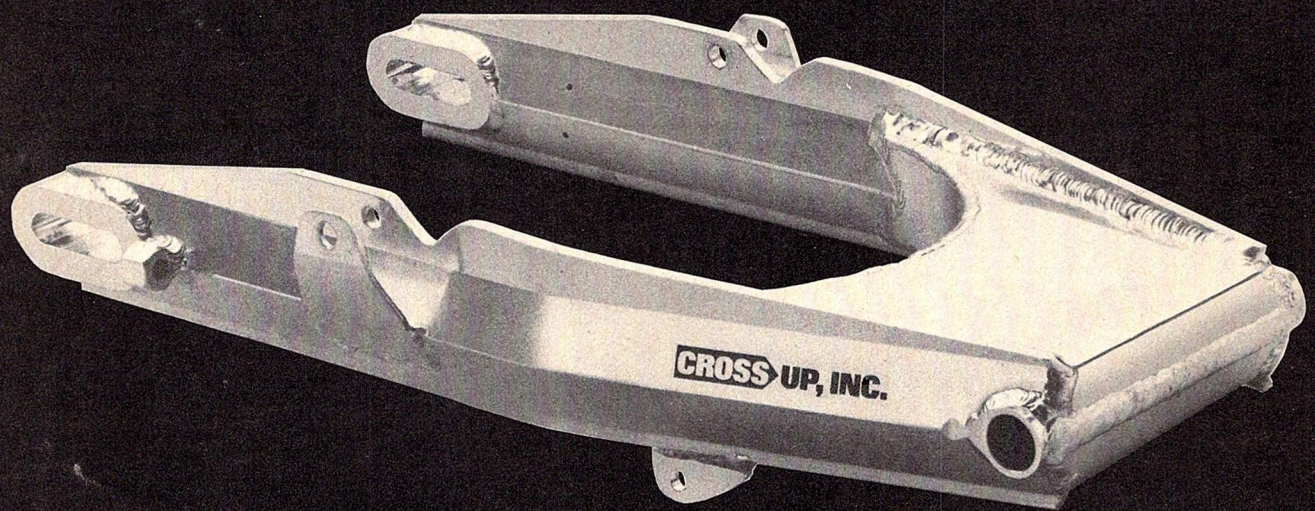
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Gerald Harvey Sr.

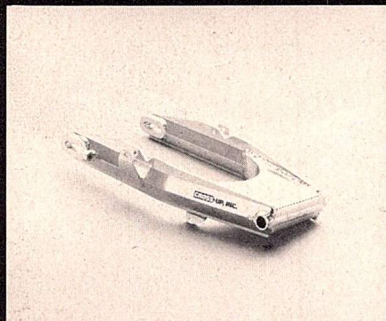
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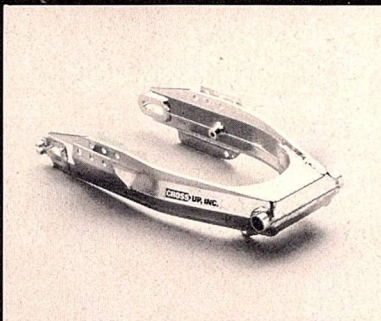
SUZUKI RM 250/370

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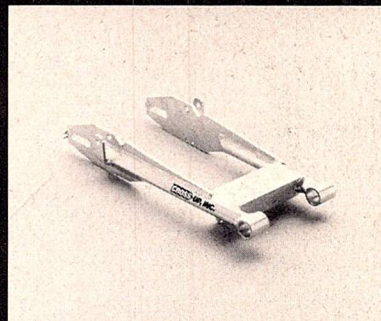
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RM SUZUKI The RM Suzuki models offer greater strength yet reduce weight for better handling and prolonged shock life. \$129.95.



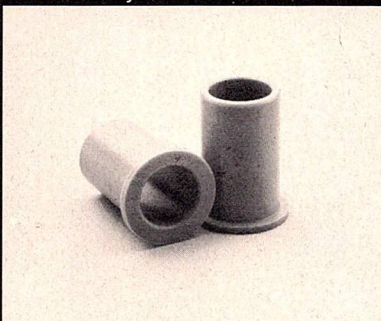
CR 125 This swing-arm has unique features like three positions for shocks and extra wide axle slots for added strength and adjustment flexibility. \$129.95.



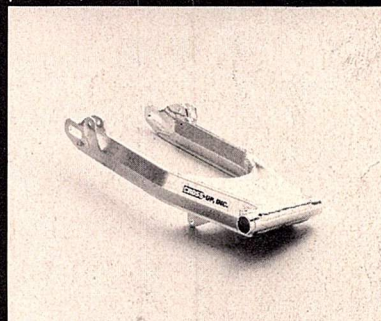
YZ80/XR75 These aluminum swing arms add one inch to overall length and reduce flex. Weighs just 2 pounds, 9 ounces. \$89.95.



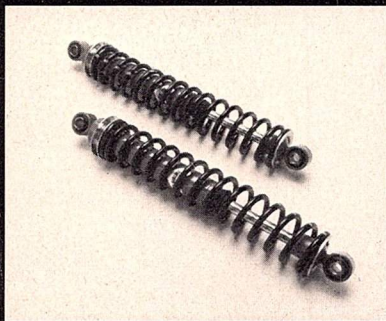
MONO With your YZ125 Mono you can retain your stock axle and chain adjuster. Comes complete with bushings. \$149.95.



BUSHINGS Space-age bushings outlast bronze bushings, yet require no special tools for installation. \$7.95.



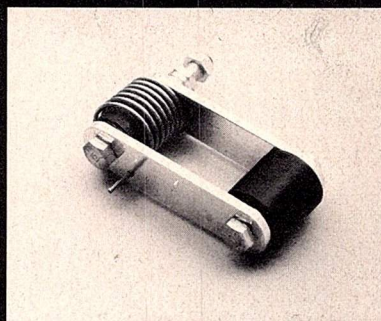
TT-500 Adds 2 inches to overall length to keep your rear wheel behind you where it belongs. \$129.95.



SHOCKS S&W FREON CELL and GAS GIRLING are two of the best shocks on the market. S&W's run \$89.95 and \$93.50 for the GAS GIRLINGS.



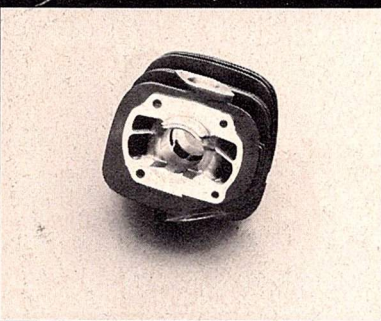
PIPES All bends are hand formed for maximum flow and greater power in all range. Available for YZ 80, CR 125, RM 125 and YZ 125. Prices start at \$54.95.



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4052 YZ-250 Mono	119.00
4053 YZ-400 Mono	119.00
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4076 RM-100	105.00
4077 TM-125	105.00
4078 RM-125	105.00
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4080 RM-250	109.00
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3877 TM-125	49.95
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4050 RM-250	64.95
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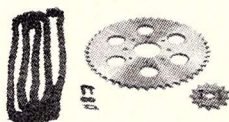
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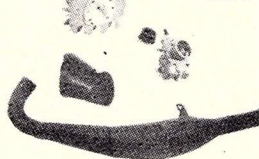
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Kit includes FMF-jetted 34mm Mikuni carb, manifold, airboot, carburetor clamps, and CR 125 "Pro" low pipe exhaust system for improved high-RPM power and boosted low-end torque. FMF Porcupine head provides increased cooling surface to prevent engine overheating. Special hi-compression combustion chamber improves scavenging of exhaust gases.

Available for 1976 CR 125 M2 only.
Part No. Price \$176.75
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400 & 500	249-505	14.95
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'74-'75 M/X 125 & YZ 125	225-507	14.95
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DT 175, 175 Trails	299-507	14.95
YZ 80, DT 80, 80 Trails,		
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50-500	Yellow	Black	Black
50-550	Yellow	Blue	Blue

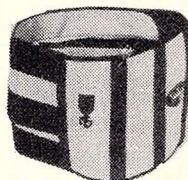
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